

# THE ILLUSTRATED LONDON NEWS

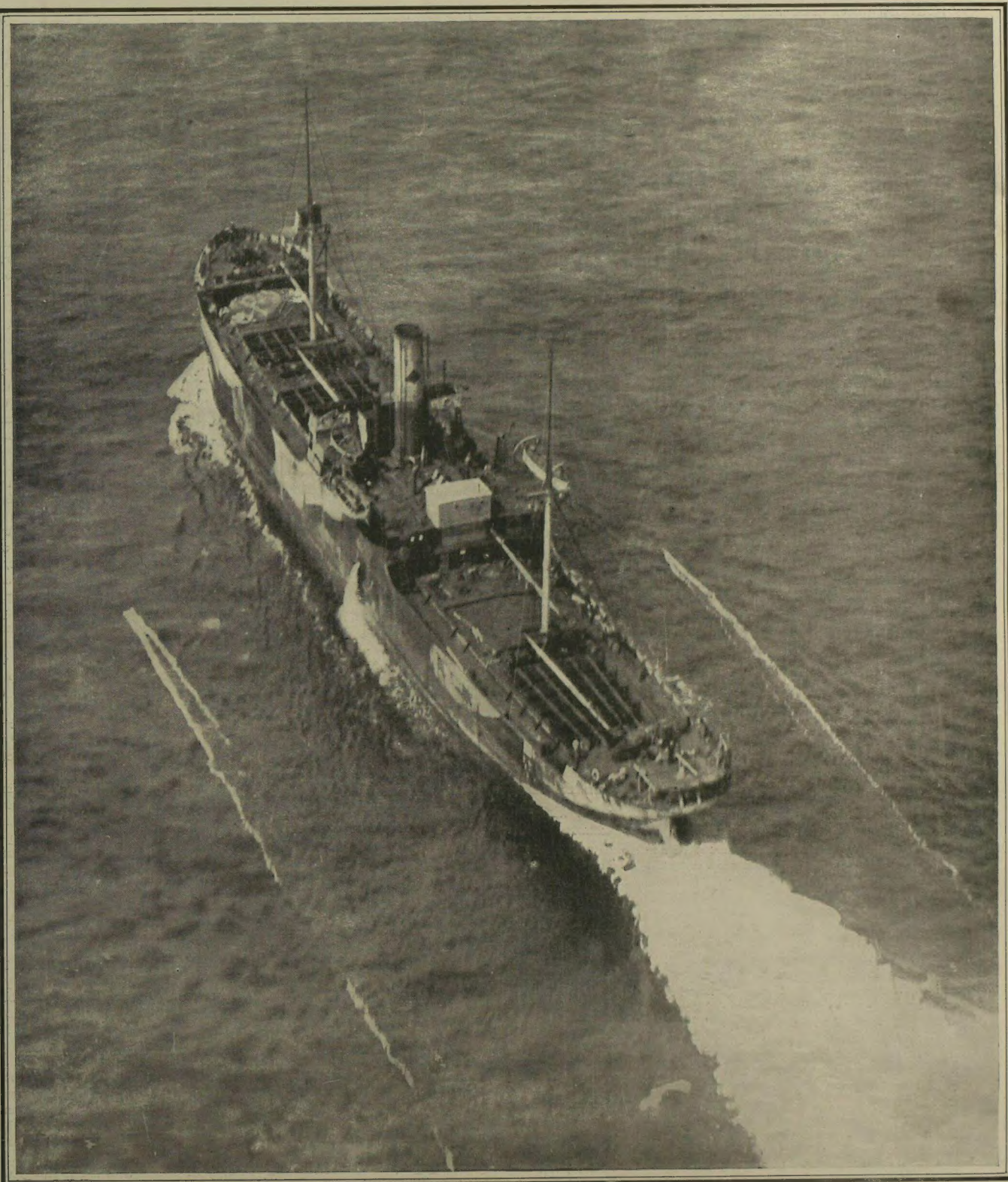
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ONE SHILLING.

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SHOWING THE WAKE OF THE MINE-CUTTERS: A SHIP PROTECTED BY PARAVANES, SEEN FROM A SEAPLANE—  
A PHOTOGRAPH AT THE R.A.F. EXHIBITION.

The "War in the Air" Exhibition of coloured photographs illustrating the wonderful work of the Royal Air Force during the war, is one of extraordinary interest. It is being held at the Grafton Galleries during this month and May, and is open every week-day from 10 to 6, and on Sundays from 2.30 to 5.30. The photograph here reproduced, taken

from a seaplane in the air, shows a ship protected by paravanes, a device for cutting mines loose and preventing them from striking the vessel. They are attached by cables to the bows, one on each side, and are drawn through the water as the ship proceeds. Their thin white tracks of foam can be seen on the surface.





By G. K. CHESTERTON.

THERE is much discussion about whether our representatives at the Peace Conference really agree with each other. I, for one, could easily forgive them for not agreeing with each other, if they would only agree with themselves. What is wanted is the statement in plain words of what we believe that Germany is, from which principle all our practice must be deduced and defended. If we trust the Germans, we may as well give them the benefit of the admission. If we distrust them, we cannot be blamed for acting on our distrust. But we must make up our minds what we are supposed to be doing with them, or doing to them, or doing about them, and on what theory of their present place in Europe our whole action is based and justified. At present our politicians seem to be wandering about doing something which soldiers, I believe, call "picking up communications." Even in strategics (where it is legitimate if lucky) it means, I fancy, that there has probably been a blunder and certainly been a disaster. In politics and ethics, where it is quite illegitimate it is itself always the worst of all blunders and disasters. It means that we are trying to do something when we have forgotten why we are doing it; and are mixing up an old theory which we only half remember with a new theory which we only half understand.

Now the view of the European position upon which large numbers of Englishmen, including myself, have hitherto based all arguments and actions is this—that Germany, under the leadership of Prussia, attempted against mankind an abnormal and inhuman type of aggression and tyranny. It is quit a mistake to suppose that what we call the crime of Germany consisted, in the common sense, in being wrong in the war—as many patriotic Englishmen think that England was wrong in the Crimean War or the South African War. Berlin might have been guilty of ambition, or even of aggression, and still not had a trace of this definite abnormality. The crime of Germany against humanity was this—that it tried to overpower humanity, and especially the humanity of humanity, by the theory or threat of an infinitely extended inhumanity. It was not that Germany happened to be wrong, but that Germany resolved to be as wrong as possible, on the avowed theory that right must go down at last before anything that was wrong enough. The criminal must escape if every crime can be covered with another crime—that is why the whole four years of war were, as a matter of fact, a crescendo of crimes. Now this is a moral experiment which mankind must regard as a monstrosity. It is, in a serious and even religious sense of a

flippant phrase, a piece of infernal impudence, which the authority of humanity must notice and must punish. A foreign State might do bad things within or even without its borders, and it might still be more wholesome for us to consider the bad things within our own borders. But if a State boasts that it is too bad to be punished, that it can always inflict too much suffering ever to be made to suffer—that is an obscenity and an outrage quite out of the ordinary course of history. It is a challenge not only moral, but even mystical. It is correct to call it a thing of hell, for the evil it threatens is eternal. Nay, it not only asks us to tolerate a thing because it is bad, but because it will get worse.

This being, as we firmly believe, the fact about Germany and the late war, I should like to put beside it a remark apparently made the other day

War and the Armistice surrender, thinks it very unfair that Germany should be asked to endure the faintest depreciation of her prestige in any department. He is astonished at the suggestion, not that Germany should be punished, not that Germany should be penitent, but that Germany should be at any kind of disadvantage anywhere. He will not tolerate a rumour in the market of anything remotely suggestive of a German slump, or of anything but an ever-increasing German boom. If she is not allowed to elevate more natives with the rope of Dr. Peters, an incredible and intolerable thing will happen: Prussia will be branded as a failure. It does not seem even to cross the poor gentleman's mind that for many of us it has been the whole work of the world, for four heart-breaking years, to insist that Prussia must be branded as a failure. It is the whole point and meaning of our policy that Prussia, and therefore Prussian-

ism, must be made to look the rottenest and most ridiculous failure in the whole story of man. The thing that was called the German Empire must be made a guy, a scarecrow, an Aunt Sally, a thing men laugh when they look at. That is the very smallest degree of punishment proper to an insane and cruel experiment, granted that we are right in our original view of that experiment. Anyhow, there is our original view; and there is the new German politician's astounding commentary on it. I have stated first the view of the Teutonic crime which would be taken by any typically intelligent Western man, such as M. Clemenceau, the French politician, or M. Cammaerts, the Belgian poet. And I have stated next the opinion of Dr. K.

Johannes Bell, the German politician of the penitent and purified Germany. The accuser asserts that Germanism was diabolist; and the penitent declares that it must not even be called dowdy. He insists, with tears in his eyes, that things made in Germany must still be hailed incomparably *chic* and smart; that we must rush for his spring fashions in submarines and his latest line in Zeppelins.

What I complain of in our politicians is that they seem to waver between the view of M. Clemenceau and the view of Dr. Johannes Pell. If Germany is simply another nation, to be linked up naturally in a league of nations—a neighbour with whom we were formerly at war and are now fortunately at peace—then it may be quite logical to listen to the German Colonial Minister on the German colonies. But if Germany is what we said she was, if Germany is what *she* said she was, the only logical thing is to listen not only to Clemenceau, but to Paderewski.



THE ADVANCE GUARD OF THE RELIEF FORCE FOR ARCHANGEL AND MURMANSK LEAVES ENGLAND: CHEERY BRITISH TROOPS EMBARKING AT TILBURY.

The advance guard of the relief force for Northern Russia left England on April 9. The troops were in high spirits. Most of them were men who have seen service in France during the war, and many had decorations and wound stripes. One wore his black fur head-dress (seen on the left) which provoked cries of "Any more for the North Pole?"—[Photograph by G.P.U.]

by the present German Colonial Minister. Dr. Johannes Bell is reported as saying, "The retention of our colonies is a matter of honour. We have once begun our programme of colonisation. If we now abandon it, we shall be branded as a failure in the colonial field. We have started to elevate the natives of our colonial possessions to a higher plane of culture. If we are barred from continuing, we also are deprived of the opportunity of proving our ability to fulfil the task." We all remember how Dr. Peters elevated the natives to a higher plane—generally with a rope; and if the Germans themselves were ever elevated to a higher plane of culture, the plane was at best a monoplane. It is even more interesting to note that the Germans, as I said of them long ago at a venture, can only use the word "honour" in the sense of "prestige." It is used as we speak of the good-will of a business—something rather different from the good-will of a gospel. But the point of overpowering importance is this—that a Minister of the new and reformed Germany, after the Great



## IN OCCUPIED GERMANY: WITH THE BRITISH AT COLOGNE.

SKETCHED AT COLOGNE BY C. W. DE GRINEAU.



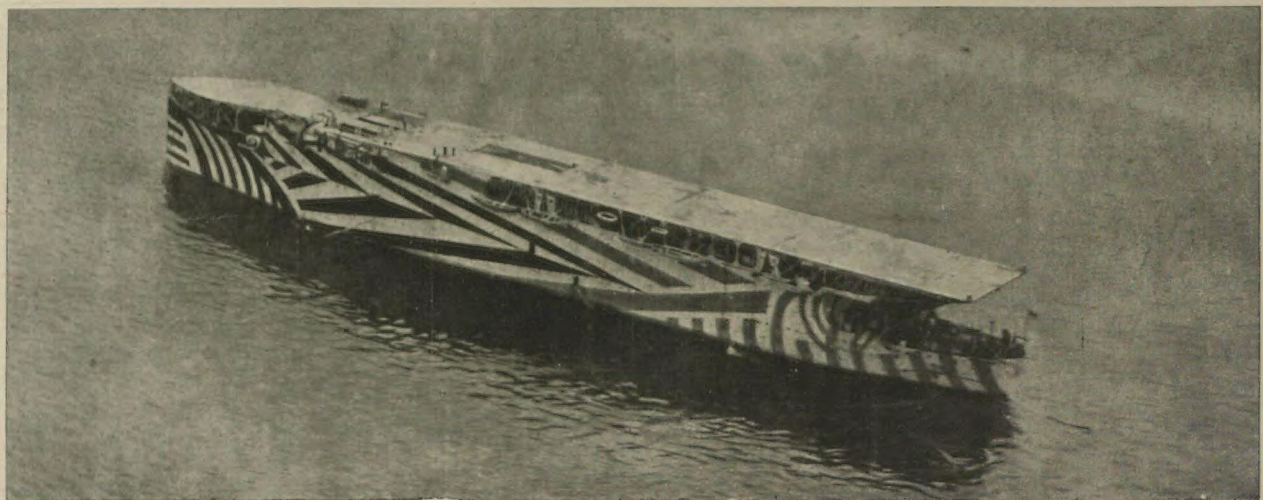
"SUBALTERNS—225 MARKS; CAPTAINS—275 MARKS; FIELD OFFICERS, 350 MARKS": BRITISH OFFICERS DRAWING ADVANCES OF PAY.

Describing his sketch, Mr. de Grineau writes: "The picture shows officers drawing advances of pay through a Field Cashier (2nd Army, at Cologne). There is always a queue of all types from all regiments. It is only possible to draw three times a month, and in a large place, like Cologne, the subaltern is usually to be found on the door-step of the

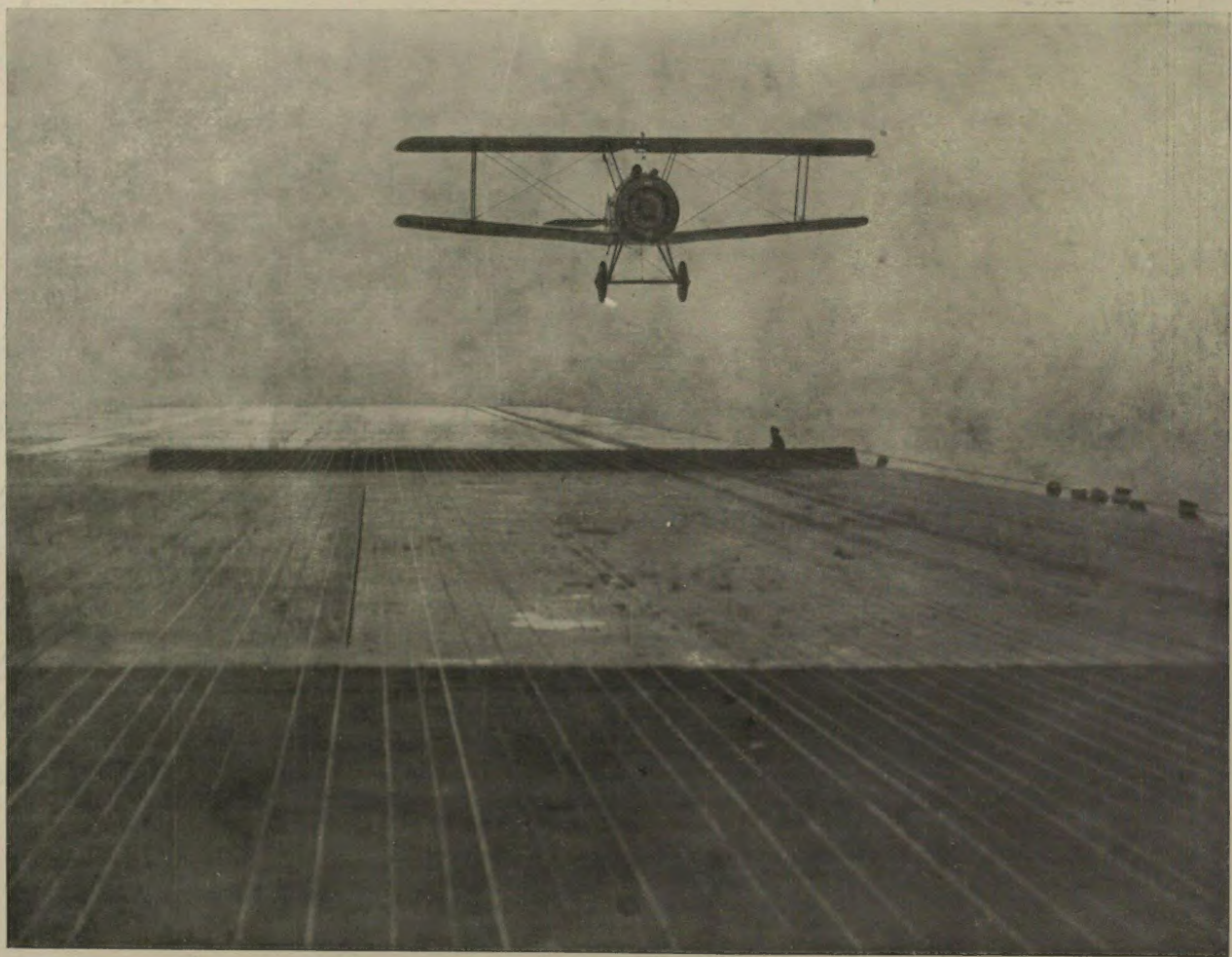
'bank' at opening-time during the first few days of the month. The impatience of the 'customers' when one of their number delays the rest by quibbling, can be imagined, for the process is a very slow one at the best. It is not always easy to remember that it is part of the fortune of war."—[Drawing Copyrighted in the United States and Canada.]



## AT THE R.A.F. EXHIBITION: A NAVAL AEROPLANE-CARRIER SHIP.



DAZZLE-PAINTED, AND FLAT-TOPPED; WITH HORIZONTAL FUNNELS AND NO MASTS: H.M.S. "ARGUS," A CARRIER-SHIP FOR THE "EYES OF THE FLEET."



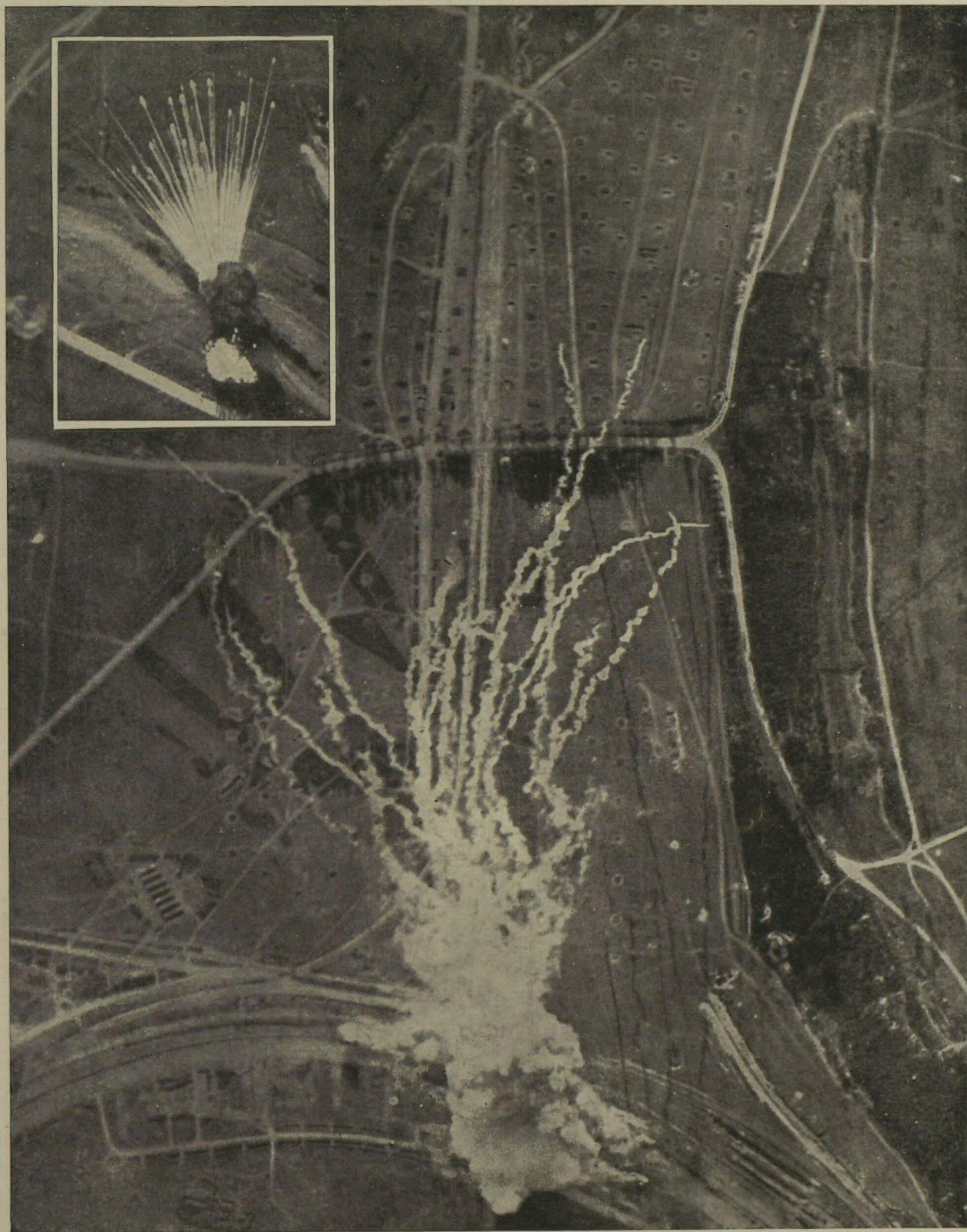
SHOWING, IN THE BACKGROUND, A LIGHT CLOUD OF SMOKE FROM HER HORIZONTAL FUNNELS: THE DECK OF THE "ARGUS," WITH AN AEROPLANE ABOUT TO "LAND" ON IT

The "Argus" is well named after the hundred-eyed demigod of Greek mythology, as she is a carrier-ship for aeroplanes, which, with other types of aircraft, are often called the "eyes of the Fleet." Her deck is an absolutely flat platform for the rising and landing of aeroplanes, and has no masts or projecting funnels. The funnels are placed horizontally underneath, at the stern end of the ship, and in the lower photograph smoke

can be seen issuing from them in the background. The hull is strikingly camouflaged on the "Dazzle" principle. These remarkable illustrations are reproduced from exhibits in the War in the Air Exhibition of coloured photographs on view at the Grafton Galleries this month and next. The Exhibition was organised by the Royal Air Force, and gives a wonderful and varied impression of its work during the war.



## AT THE R.A.F. EXHIBITION: BOMBING AN AMMUNITION-TRAIN.



THE DESTRUCTION OF AN ENEMY AMMUNITION-TRAIN BY THE ROYAL AIR FORCE: A TERRIFIC EXPLOSION PHOTOGRAPHED FROM THE AIR—(INSET) THE FIRST BURST.

These wonderful photographs show the terrific explosion which followed a direct hit by a bomb on a heavily loaded ammunition-train on the military railway near Chuignolles. The smaller inset photograph was taken first. In it can be seen a cloud of smoke, from which the bursting shells are ascending with a "Roman candle" effect. The larger photograph was taken a few seconds later. The same cloud has increased in volume,

and the burning shells can be seen falling to earth. The train was conveying ammunition to an adjacent dump, which is indicated by numerous lines of small squares at regular intervals. These are two of the wonderful coloured photographs illustrating the work of the Royal Air Force in the war, now on view at the R.A.F. Exhibition at the Crafston Galleries. Further examples are reproduced in this number on our front page and another.



# BY AIR, ROAD, AND RIVER: A PRINCE AND A MINISTER FLYING.

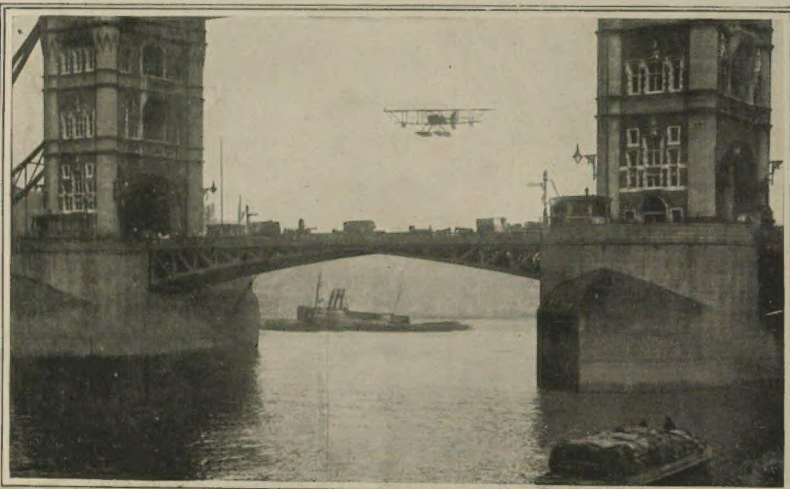
PHOTOGRAPHS BY SPORT AND GENERAL, TOPICAL, AND L.N.A.



THE TRAINING OF A ROYAL AVIATOR: PRINCE ALBERT IN AN AVRO BIPLANE RETURNING FROM AN INSTRUCTIONAL FLIGHT.



FIRST AID FOR DAMAGED MOTORISTS ON THE ROAD: AN AUTOMOBILE ASSOCIATION SIDE-CAR AMBULANCE.



THE AIR UNDER-SECRETARY IN A SEAPLANE: GENERAL SEELY FLYING THROUGH THE TOWER BRIDGE EN ROUTE TO WESTMINSTER.

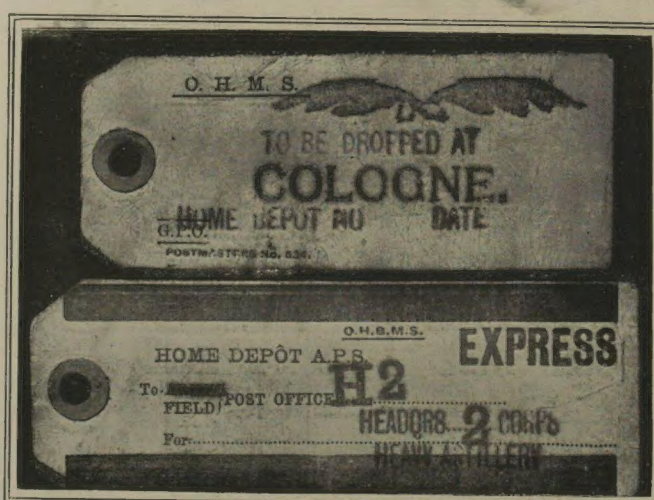


BRITISH TROOPS ON THE RHINE: A TRIP IN A GERMAN BARGE.



IS NEW ZEALAND TO GO "DRY"? A "DIGGER" IN HOSPITAL VOTING ON THE PROHIBITION QUESTION.

Prince Albert, who is in training as an aeroplane-pilot, has been having flying lessons at the R.A.F. Aerodrome at Wallington. On April 8 both he and the Prince of Wales went up in Avro biplanes, the latter with Major Bird, and Prince Albert with Lieut. Coryton, his instructor. It was raining hard at the time.—Major-General Seely, Under-Secretary for Air, on April 9 flew from Rochester to the House of Commons in a Short seaplane piloted by Mr. J. Lankester Parker, passing through the Tower Bridge on the way. The machine descended on to the Thames at Westminster, General Seely getting a drenching in the process.—The Post Office recently established an Air Mail service to our Army



"TO BE DROPPED AT COLOGNE": LABELS ON A PACKET SENT BY AIR MAIL TO OUR TROOPS IN GERMANY.

of Occupation in Germany. British troops are taken for trips on the Rhine in barges.—The Automobile Association has placed on the road a service of First Aid side-car motorcycles, fitted with stretchers and ambulance requisites and spare parts and tools for damaged cars.—A special poll of all New Zealand electors at home and abroad was taken on April 10 on the question of the prohibition of the drink trade in New Zealand. Special arrangements were made for soldiers in this country to vote. Our photograph shows one in hospital putting his vote into a ballot-box brought to his bedside by an electoral officer.



## An "Alice in Wonderland" Bird.



AN EXTINCT BIRD: A RARE DODO SKELETON.

This skeleton of a Dodo, that extinct bird immortalised by Lewis Carroll, was recently acquired for the Durban Museum from Mauritius, which was its only home. It became extinct between 1681 and 1693. Only four other skeletons exist. Oxford had one, which was destroyed by moth in 1755, and only remnants remain. The Dodo was about the size of a turkey, and could not fly.

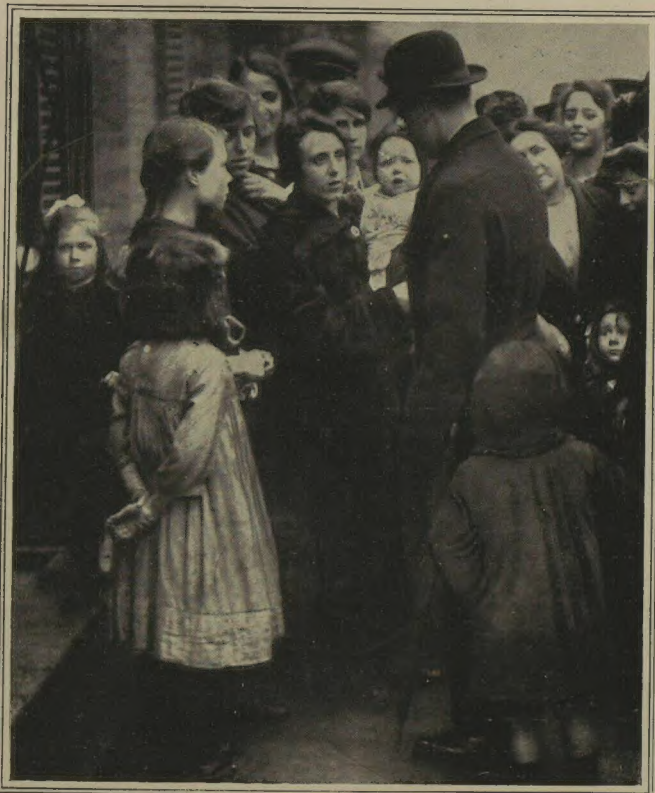
## A Toboggan Run at Archangel.



AMUSEMENT FOR THE ARCHANGEL TROOPS: A TOBOGGAN RUN.

The photograph shows the Duma (Government building) at Archangel and, in front, a toboggan run for the use of the public and the troops. The run continues to the banks of the Dvina, and thence down the bank on to the frozen river itself—a distance of about 300 yards from the starting-place to the finish. It was put up by the American Engineers, and provides great sport for the soldiers. At night it is illuminated.

## Royalty among Duchy of Cornwall Tenants: The Queen and Prince of Wales in Kennington.



THE PRINCE AMONG HIS SOUTH LONDON TENANTS: A FRIENDLY CHAT.

The Queen and the Prince of Wales spent the afternoon of April 10 among the Prince's tenants on the Duchy of Cornwall estates in Kennington, which he had also visited a few days before. They were photographed with "Professor" John Buer, aged 79, one of the



WITH A CIRCUS VETERAN: THE QUEEN AND THE PRINCE.

oldest living circus clowns, who lives in the old tenants' hostel. He was formerly an animal-trainer, and had a famous donkey called Domino, whose accomplishments he related, showing pictures. He imparted to the Queen the secrets of the profession.



# "A PORTRAIT OF ROBERT BURNS" (By WILLIAM ANDERSON, 1757-1837.)



By W. M. GRAY.

THE discovery of an original portrait of Robert Burns more than a century after the poet's death will create great interest among admirers of the Scottish bard throughout the world. The portrait is a half-length study measuring twenty-five by thirty inches, painted from life by William Anderson (1757-1837). It was purchased from an artist in Dundee early last year, and previous to its coming into his possession had been exhibited at a historical exhibition in that city some years ago. Anderson, though not a portrait-painter, exhibited in the Royal Academy from 1784-1814.

It is not claimed that the portrait has great merit, but it has a certain realism that seems to bring us nearer to the man—who, as Carlyle says, "on his arrival at his inn, whether it was noon, night, or two o'clock in the morning, master, mistress, and servants were up and about, all eager to do him service, or even to get a look at him." In Sir Walter Scott's description of the poet there are characteristics which are reproduced

in the Anderson portrait. Sir Walter Scott says of Burns: "His person was strong and robust, not clownish—a sort of dignified plainness and simplicity; his features are represented in Mr. Nasmyth's picture, but to me it conveys the idea that they are diminished, as if seen in perspective. I think his countenance was more massive than it looks in any of the portraits. I would have taken the poet, had I not known what he was, for a sagacious country farmer of the old Scotch school—i.e., none of your modern agriculturists who keep labourers for their drudgery, but the douce gudeman who held his own plough. The eye alone, I think, indicated the poetical character and temperament. It was large, and of a dark cast which glowed (I say literally glowed) when he spoke with feeling or interest. I never saw such another eye in a human head, though I have seen the most distinguished men of my time."

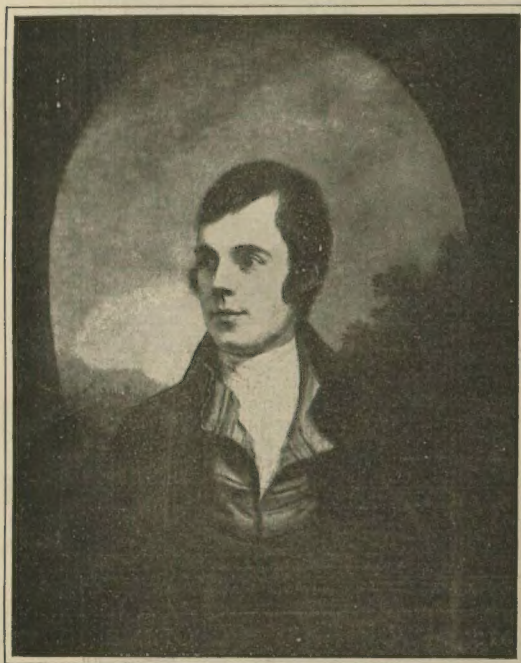
This latest portrait of Burns represents the poet as Scott saw him—Burns the farmer; not only

the farmer, but "the douce gudeman who held his own plough." It clearly portrays the "Potentia" of Robert Burns, the why and the wherefore he was able to exercise such a wonderful power and influence over his fellows; and it will be

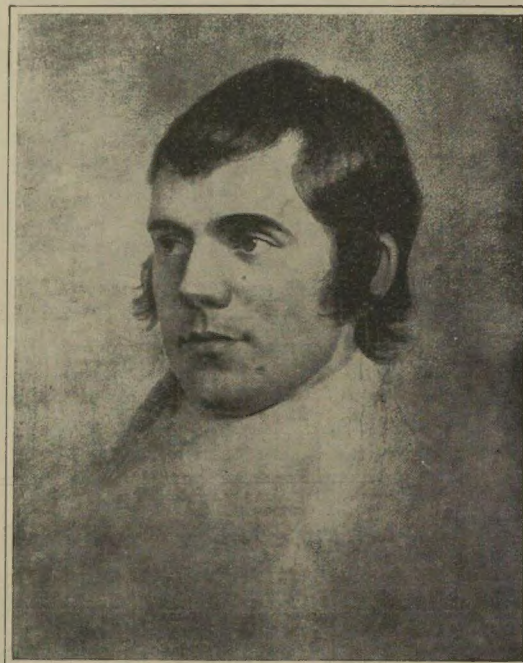
FOR COMPARISON  
WITH THE NEW  
"DISCOVERY"; THE  
TWO BEST-KNOWN  
PORTRAITS OF  
BURNS.

readily recognised that the emotions and passions of the poet sprang necessarily from definite causes which are clearly indicated in this portrait, beside which the Nasmyth portrait is without power and does not represent the poet as he is known in his life and works.

The Anderson portrait gives us a new conception of Burns. He looks more the poet with greater intellectual capacity, and there is a feature in the portrait that seems absent from the others—the joy of living, which was constant and abiding in Burns. We know that he could turn the tragic into the comic, the pathetic into the humorous, and, like all minds of the highest order, what were to the people among whom he sojourned life and death interests often merely amused him; and, even if his worldly cares did press heavily upon him in the hard lot in which his life was cast, the tenor of his life and works proves that Burns in his heart was never really miserable. We cannot judge the poet by any ordinary standards, as he was like an instrument upon which universal nature played, but we can well believe that his constant and abiding love of nature and his fellow men dominated his life. Great care has been taken to preserve the matured condition of the portrait; the old varnish has been kept intact, and only the surface smut removed.



IN THE NATIONAL GALLERY AT EDINBURGH: THE PORTRAIT BY ALEXANDER NASMYTH, PAINTED IN 1787.



USED AS FRONTISPIECE FOR CURRIE'S LIFE OF BURNS: THE CHALK DRAWING BY ARCHIBALD SKIRVING.

## ENGLISH WEIGHTS AND MEASURES.



By E. B. OSBORN.

WE are, as Napoleon said, a nation of shopkeepers. If we are to prosper in the nearer and further future, we must become a nation of multiple-shopkeepers. The great thing, after all, is not to be ashamed of the shop—to avoid that strange, all-pervading *snobisme* which is nowhere more manifest at the present moment than among the "intellectuals" of the Labour Party.

It is not unbecoming, then, for a man of letters to be interested in the question of English weights and measures, and the proposal to substitute for those in common use sets of new tables based on the decimal system. The arguments for that system, however, are only superficially convincing. Convenience in calculation is not secured to the extent the decimalists would have us believe, owing to the fact that 10 has only two factors (2 and 5), whereas 12 has four factors (2, 3, 4, and 6). In "The Sleeper Awakes," Mr. H. G. Wells, whose genius for anticipating the results of scientific discovery and invention has never been surpassed, introduces us to the world of two hundred years hence, in which, among other scrapped institutions, the Arabic system of numerals has been abandoned. The radix of numeration is no longer 10 but 12 (the change involving the use of two new digits); and the new arithmetic, though puzzling at first to the awakened Sleeper, is seen to have many great advantages over the

old system, originating in the fact that man possesses ten fingers for counting with. So that the mathematical argument for adopting the decimal system is not nearly so strong as it seems at first sight to the non-mathematical mind. I say nothing about those "d—d dots" which puzzled Lord Randolph Churchill, and, as experience shows, are often a source of lifelong bewilderment to French schoolboys and housewives.

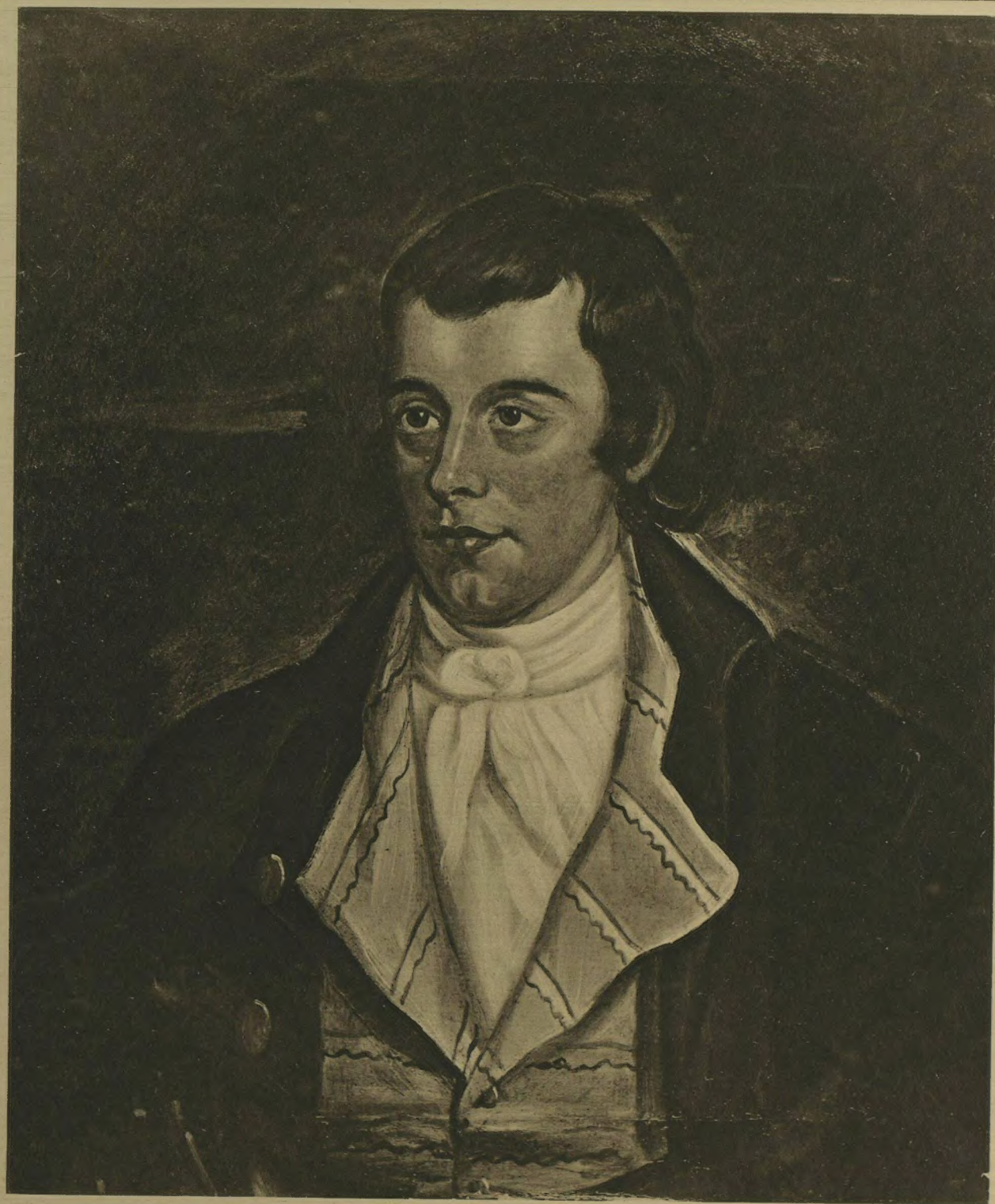
But, so far as weights and measures are concerned, there is a far stronger argument against the adoption of the metric system. In point of fact, the existing English system is already paramount throughout the world. Indeed, the world-wide extension was one of the things which, in pre-war days, encouraged the German in his belief in the all-round cussedness of non-German pupils. English weights and measures are used throughout the British Empire and the United States. That fact alone is enough to prevent the adoption of the metric system. But, since the Spanish tables are identical with ours, other vast regions of the world practically accept our methods of valuation. Throughout the schools of Latin America, for example, children are taught to-day that 12 inches make 1 foot; 3 feet, 1 yard; 16 drams, 1 ounce; 16 ounces, one pound; 100 pounds, 1 quintal; 2000 pounds, 1 ton. In Russia, again, linear measures are based on the *duim*, which is

the English inch precisely. In China, English weights and measures are the recognised standards at the treaty ports; and though the Chinese system is not well standardised, though not nearly as confused as the monetary units adopted in various districts, yet the Chinese ounce (*liang* or *tael*) is a basis in very extensive use; and, since it is equal to 1.133 avoirdupois ounces, and 16 Chinese ounces make 1 Chinese pound (*catty*), English and Chinese weights are easily commensurable. Chinese linear measurements are based on a unit (*ch'ih*) closely approximating to the English foot, the leading standard being equal to 12.5 English inches. In Japan the established system of linear measure is based on a foot (*shaku*) equivalent to 11.93 English inches.

It follows that English weights and measures are so widely current already that it would be a blunder in business strategy to adopt the metric system, which, outside Europe, is virtually unknown. What should be done is to take prompt steps to secure uniformity of units—which, thanks to the universally enhanced prestige of English ideas and customs resulting from the part England has played in the war, could be accomplished without difficulty. And the time may come when the world will be sufficiently advanced, mathematically speaking, to see the advantages that would accrue from the adoption of 12 in place of 10 as the radix of arithmetical numeration.



## CLAIMED AS AN UNKNOWN PORTRAIT OF BURNS: A DISCOVERY.

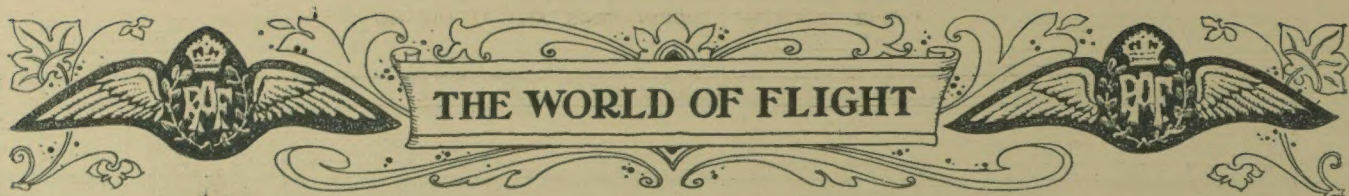


"THE DOUCE GUDAMAN WHO HELD HIS OWN PLOUGH": "ROBERT BURNS"—A PICTURE BY WILLIAM ANDERSON (1757-1837)  
DESCRIBED AS HITHERTO UNRECORDED.

This interesting picture is claimed to be a hitherto unknown portrait of Robert Burns. It is described on the opposite page in an article by its present owner, Mr. W. M. Gray, of Malt House Farm, Kingswood, Warwickshire, who bought it last year in Dundee. Mr. Gray says that it was shown at a historical exhibition in that city some years ago. He regards it as one of the originals from which Archibald Skirving made his chalk drawing of the poet, but he thinks that its existence had been overlooked owing to the great popularity of the famous portrait by Alexander Nasmyth, the original of which is

in the Scottish National Gallery at Edinburgh. Both the Nasmyth painting and the Skirving drawing are reproduced, for comparison, on the opposite page. Mr. Gray considers that the Anderson portrait is most nearly akin to Scott's word picture of Burns, in which he says: "I would have taken the Poet . . . for a sagacious country farmer of the old Scotch school . . . the douce gudeman who held his own plough." William Anderson is best known as a marine painter, and he exhibited at the Academy between the years 1787 and 1814. There appears to be no published record of this Burns portrait.





## AIRCRAFT AND WIRELESS.

By C. G. GREY,  
Editor of "The Aeroplane."

SINCE the Armistice came into being and the Censorship practically ceased to exist, much has been written concerning the uses of wireless telegraphy and telephony on and in connection with aircraft. Judging by much that one has read, it seems that to some writers on aircraft "wireless" is as the blessed word "Mesopotamia," a cure for all troubles of those who navigate the air. Wireless is to be an absolute safeguard for aircraft in fog; it is to prevent collisions in the air; it is to abolish the need for compasses; it is even to abolish the need for pilots, for—according to some people—aircraft full of passengers are to fly themselves, the while they are directed on their course by wireless operators sitting cosily in offices at the terminal stations of the great air-lines. Moreover, the passenger on the long-distance aircraft is to have added unto the horrors of life the inability to sever himself from his home circle; for it seems that while he is in mid-Pacific, or cruising peacefully over one or other of the Poles, his wife will be able to ring him up by wireless telephone and tell him all about why the new cook has given notice.

It seems highly probable that all these wonderful claims for the uses of wireless will in due course be made good, but it is well to make it quite clear that such things will not happen this year or next year. It is a very long time since the first efforts in these various directions began, and even the high pressure of war has not brought us very far along the road to the ultimate combination of aircraft and wireless as, described in Mr. Kipling's wonderful stories, "With the Night Mail" and "As Easy as A B C." The numerous workers at the development of wireless have certainly achieved magnificent results, and it is but bare justice to them that one should warn the public at large against expecting too much too soon.

About the first public attempt at controlling aircraft by wireless was shown as a music-hall "turn" some years before the war. A model airship, in which the air-screws were driven by electric motors supplied with current by small light batteries in the car, was let loose in the auditorium. The rudder was also operated by electric motors, which turned it to right or left according to which was switched on and off. Supplementary horizontal air-screws pulled the model upwards or downwards to control the level at which it flew. The various switches controlling all these motors were put into operation in turn by a small and simple wireless receiving apparatus which worked in tune with a transmitting apparatus on the stage. Only one switch, and consequently only one motor, could be worked at a time; but the exhibitor of the turn acquired considerable skill in switching from one motor to another, and made quite an interesting show.

From this doubtless arose a brilliant idea which was much discussed during the war. A whole fleet

of self-flying (or, as aviators would say, "inherently stable") aeroplanes were to be built, each fitted with wireless control, and carrying a big load of bombs instead of pilot and passenger. Those who mooted the scheme forgot that the wireless controls and motors would weigh about as much as the crew. On the other hand, it is true that the absence of crew would save war-risk for a number of people. The fleet was to be started off all at once, and was to be controlled by one aeroplane carrying its regular crew, plus a wireless operator who would control the rest of the fleet as it went along, and who at the proper moment would drop the bombs of the whole fleet by operating the

wireless operators, and probably a stand-by pilot in case the wireless broke down.

Wireless telephones in connection with aircraft were first tried some time in 1913. Mr. Grindell Mathews (one is not quite certain of the spelling of his name, so one apologises in advance if one has it wrongly) was experimenting with telephones at a spot on the Severn near Bristol. With him was Mr. P. K. Turner, formerly on the staff of the *Aeroplane*, and later an R.F.C. officer. About that time the late Mr. B. C. Hucks was giving exhibitions of flying at Cardiff, and arrangements were made with him to join in the experiments. Small but quite encouraging results were obtained at short range. After the outbreak of war the R.F.C. began experiments on a bigger scale, and by the end of 1917 it was possible to transmit verbal orders from one machine of a patrol to all the others. At that time long trailing wires called "aerials" had to be used, and, as these wires were dangerous when machines were manoeuvring quickly, it was impossible to use the telephones in fighting squadrons where they were most needed. One believes that just before the end of the war this difficulty was overcome, and it seems that the commercial aircraft of the future will be able literally to "speak each other in passing."

The really great future for wireless, however, seems to lie in what is called "directional wireless." This was highly developed during the war by the Germans, who used it with great accuracy in their airship raids, and later in the raids with their "Giant" aeroplanes. Roughly, the scheme consists in an aircraft sending out a wireless message to a known station on land, which station is able to tell the precise distance and direction from which the message is sent, and so can send a message back telling the aircraft its exact location. In this way, airships crossing the Atlantic, for example, can be kept strictly on their right course, and can avoid all errors of navigation caused by the difficulty of knowing

how much to allow for variations in the strength and direction of the wind.

Further development of directional wireless to the point of registering the position of aircraft within a few yards when at short range, instead of as at present registering within a mile or two when at long range, may make it possible for aircraft flying in fogs, or on misty nights, to tell the exact position of landing-grounds or of neighbouring aircraft, though neither the landing-place nor the aircraft would become visible till a smash or a collision was inevitable. "Tis a consummation devoutly to be wished," as Shakespeare said; for when it comes about the whole system of cross-country flying will be changed, and aircraft will be able to defy fog, the greatest enemy of all who travel, even by ships and motor-cars. But one fears that we shall have to wait some time before we reach that stage of development.



CANVASSING BY AEROPLANE: DROPPING L.C.C. ELECTION PAMPHLETS.

Mr. Theodore Page, an unsuccessful candidate for the Child's Hill Ward of the Hendon District Council, dropped pamphlets from a Handley-Page aeroplane.—[Photograph by C.N.]

wirelessly controlled release-gear on each machine. It was a pleasing scheme; but the weakness lay in the fact that every aeroplane and engine has its own particular tricks, and no two similar machines fly precisely alike, so it was certain that at the end of an hour's flying the fleet would be spread all over the sky, far out of the operator's control. The only remedy would have been for each machine to have been controlled separately, which would have meant more trouble than the scheme was worth, especially as the fleet would have been unable to defend itself, and each machine would have been shot down *privatim et serialim* by the enemy's defensive aircraft.

That is about as far as we have got with the scheme of wireless control which eliminates pilots; and, even if pilots were eliminated, aircraft would still have to carry engineers and mechanics and



## "FOWLS OF THE AIR": RETURNING FROM THE POULTERER'S IN MESOPOTAMIA.

DRAWN BY JOSEPH SIMPSON FROM A SKETCH BY AN EYE-WITNESS.



WITH A STRING OF FOWLS (DEAD, BUT NOT PLUCKED) TRAILING BEHIND IT: A BRITISH AEROPLANE OVER FALLUJEH, ON THE EUPHRATES, RETURNING TO HIT, WITH SUPPLIES.

This curious & interesting illustration shows how the most modern methods of going to market have been introduced into that most ancient of countries, Mesopotamia. The aeroplane is seen flying over the Arab walled town of Fallujeh, on the Euphrates, and is returning to Hit with supplies. The pilot has purchased a number of fowls, which, are, of course, dead, but not plucked, and is bringing them back tied together in two long strings attached to the tail of his machine and trailing behind it as it flies.

Our correspondent writes: "Remains of the British trenches are still visible near Fallujeh. The Arab inhabitants of the town live almost entirely by theft, from one another or from neighbouring tribes. The British Government is attempting irrigation at Fallujeh, as shown in the foreground. Fallujeh is between Hillah and Hit, and is about 40 miles from Baghdad." Who shall say when such a method of marketing will be adopted here?—[Drawing Copyrighted in the United States and Canada]



# "FOR EVER ENGLAND": "IN THAT RICH

DRAWN BY S. BIRD FROM A SKETCH BY A



THE CARE FOR THE GRAVES OF THE GALLANT DEAD: A BRITISH CHAPLAIN TO THE

A month or so ago, it was reported that France had agreed that isolated graves of British soldiers on the site of old battlefields might be moved immediately after the cessation of hostilities, with a view to concentrating the bodies in military cemeteries; the idea being that none of the graves should be lost in time to come by the necessary reversion of agriculture. The same thing is happening in Belgium. In describing the sketch from which this drawing was made, our correspondent writes: "You have heard that the scattered graves of the gallant dead are being brought into recognized cemeteries before devastated Belgium is reclaimed for agricultural purposes. My sketch is an attempt to illustrate the care and reverence

# EARTH A RICHER DUST CONCEALED."

CORRESPONDENT ON THE WESTERN FRONT.



FORCES CONSECRATING AN EXTENSION OF THE HOOGE CRATER CEMETERY, NEAR YPRES.

with which the work is being performed; and shows the consecration of the extension of a British military cemetery. The scene is the Hoge Crater Cemetery, which is by the side of the Ypres-Martin Road, some two-and-a-half miles from Ypres." The House of Lords on April 5 debated the question of soldiers' graves and memorials. The Earl of Selborne and other Peers criticised strongly the proposed undecency of tombstones and the prohibition against relatives submitting a cross or bringing home the remains. Lord Selborne said that these dead were the property, not of the nation or of the regiment, but of the widow, the father, and the mother.—(Drawing Copyrighted by the Great Eastern and General.)

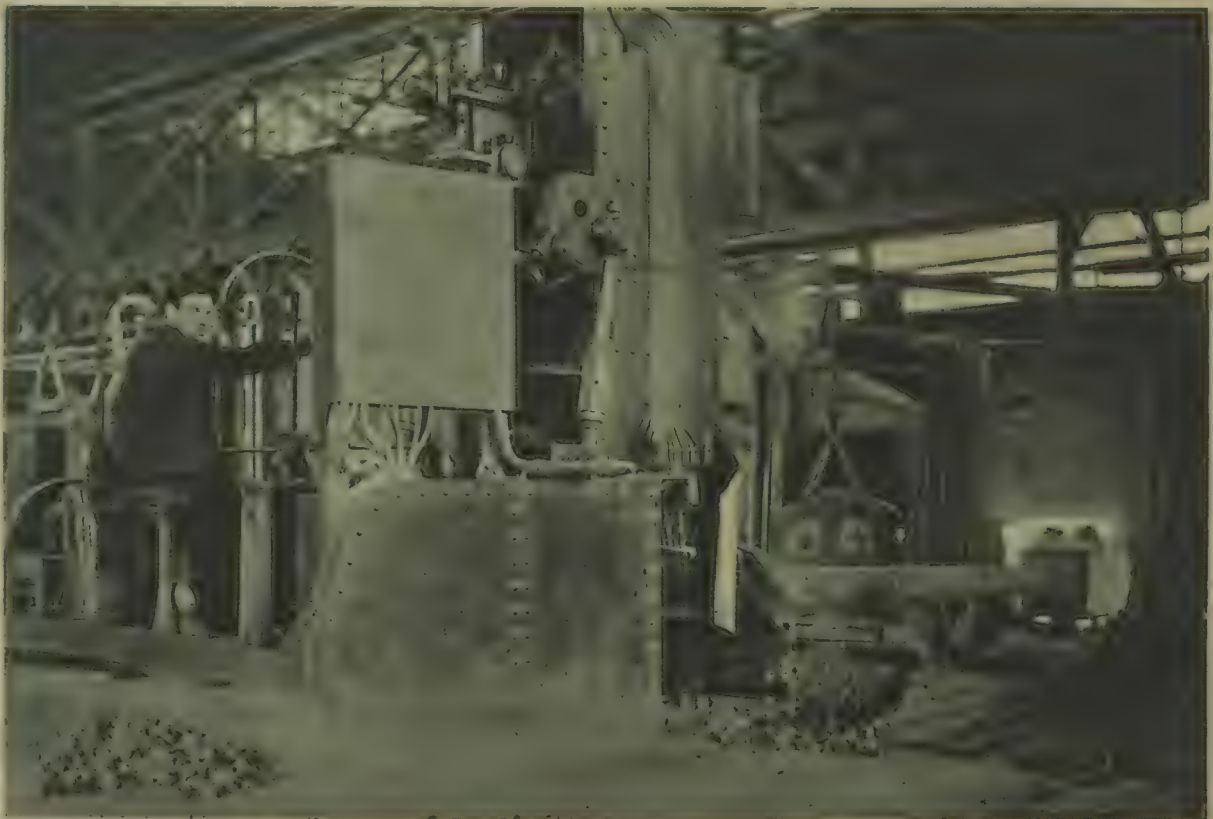


## DEMOBILISING SHELLS AT A GERMAN STATE PROJECTILE FACTORY.

SPECIALY PHOTOGRAPHED AT SIEGBURG, NEAR COLOGNE



EMPTY SHELLS IN A FURNACE CHARGING BOX (ON LEFT) ABOUT TO BE CONVEYED TO A FURNACE.



TIPPING THE SHELLS FROM A FURNACE CHARGING BOX INTO A FURNACE.

Germany is demobilising her munitions of war—needless to say, by order of the Allies! Describing the way in which this is done, our correspondent, writing from Siegburg, says: "After the shells have been emptied of explosives and their driving-bands have been

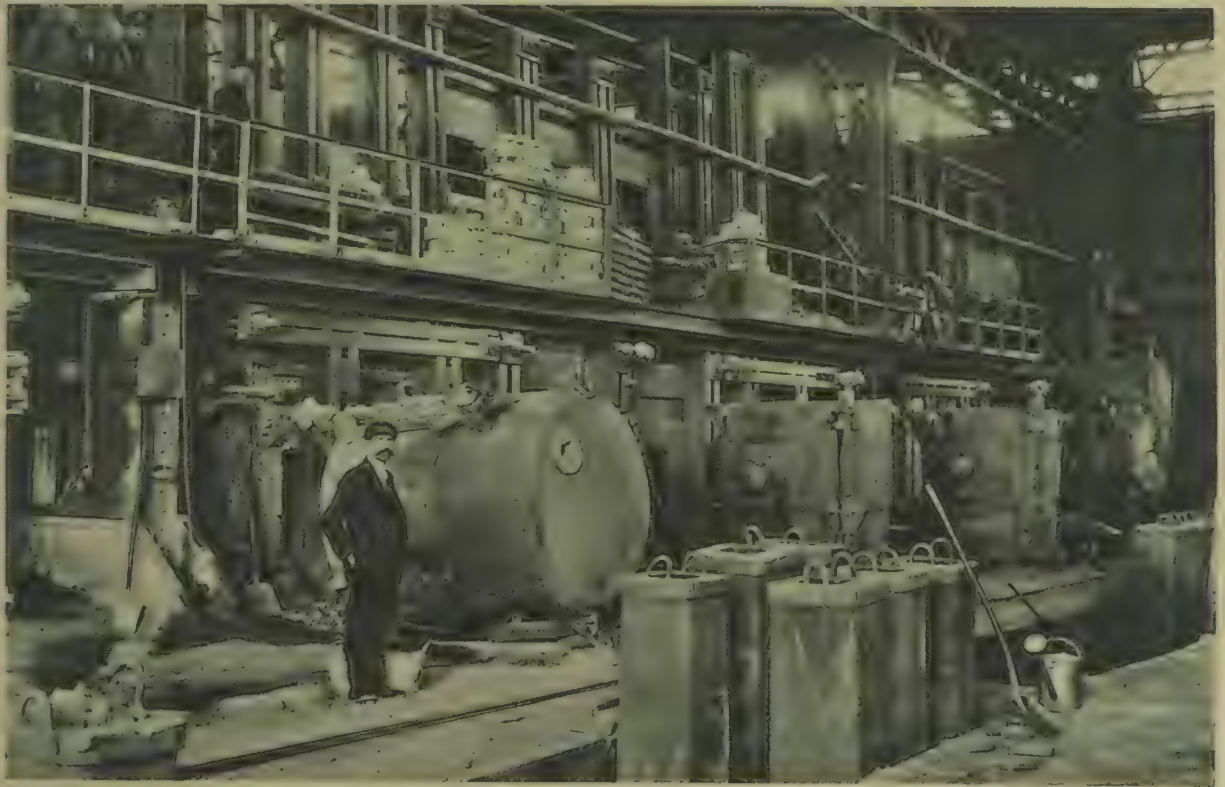
removed, they are dumped outside the steel foundry which is to deal with them (see double-page drawing overleaf) and are then loaded into furnace charging boxes. A charging box, loaded with shells and fixed to the rod attached to the travelling crane

*(Continued on page 561.)*



## DEMOBILISING SHELLS AT A GERMAN STATE PROJECTILE FACTORY.

SPECIALY PHOTOGRAPHED AT SIEGBURG, NEAR COLOGNE.



IN A FOUNDRY: SHOWING (FOREGROUND) MOULDS IN WHICH THE MELTED-DOWN SHELLS ARE CAST INTO INGOTS.



INGOTS BEING LOADED INTO A TRUCK BY A MAGNETIC CRANE, FOR DESPATCH TO A ROLLING-MILL.

which takes it across the foundry to the furnace, is seen in the first of our four photographs. The travelling crane having reached the furnace, a lever is pulled and the rod to whose end the charging box is fixed pushes the charging box into the furnace, and

tips its contents into the flames. The melting-down process takes about 45 minutes. Next, the metal is cast into ingots; and, later, these are loaded into trucks for despatch to the rolling-mill, where they will be used for industrial purposes, the making of rails, and so on.



# DEMobilISING SHELLS AT A GERMAN STATE PROJECTILE FACTORY: THE FIRST DRAWING OF THE WORK AT SIEGBURG.

DRAWN AT SIEGBURG BY CHARLES W. DE GENDEAU.



OUTSIDE A FOUNDRY IN WHICH THEY ARE MELTED DOWN AND MADE INTO INGOTS: SHELLS (MINUS EXPLOSIVES AND DRIVING-BANDS) UNLOADED BY A MAGNETIC CRANE.

The first stage in the progress from the live projectile to the ingot destined to be used for industrial purposes is the removal from the shells of the explosives and the driving-bands. This work having been done, the shells, which are of all shapes and sizes, are taken to the foundry in railway-trucks, from which they are unloaded, by means of magnetic cranes, in the manner shown, and dumped on to scrap-heaps, so forming great mounds of shells ranging from the small anti-aircraft and sharply pointed armour-piercer to the big 11-inch. (See photographs on preceding pages.)

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## SCIENCE JOTTINGS



RESEARCHERS IN THE LABORATORY



FURNISHING THE REQUISITE BOOKS ON CHEMISTRY BURNED BY ORDER OF THE GOVERNMENT



AUTHOR OF AN ENCYCLOPÆDIA OF MEDICINE; PRACTICE OF THE ARABIAN PHYSICIAN

AN attempt was made in this column a few weeks ago to show what huge sums would be required if the projected Ministry of Health carried out the ideas of some of its supporters, and turned all but a small minority of the doctors of this country into State officials. This, however, is not to condemn the scheme altogether, and if the new Ministry were, instead of seeing how much of our hard-won money it could spend on salaries, to concentrate its energies on the promotion of research, it might really go a long way towards realising Mr. Lloyd George's ideal, and turning us from a nation of C.3s into one of A.1s. For inventions and discoveries, whether in the medical or in other branches of science, are not, as the public is apt to suppose, the result of a sudden happy thought or flash of inspiration, but are, with hardly an exception, the outcome of years of toil and patient experiment. Yet such patience cannot be exercised unless the experimenter is able to keep body and soul together in the meantime, and this demands either reasonably large private means or else endowment by the State or private patrons. The Germans, wiser than ourselves, have always understood this, and hence have been years ahead of us in the profitable and commercial exploitation of sciences like chemistry. The French, who of all nations are the most given to the pursuit of knowledge for its own sake, have cleverly combined the maximum of inducement to effort with the greatest economy of expenditure by a system of prizes or premiums by which every successful inventor gets a substantial sum, while his unsuccessful competitors get nothing at all. Whichever plan the new Ministry adopts, it can hardly fail by stimulating and rewarding research to deserve well of its country.

Nor are the subjects of research now crying for investigation few or unimportant. The germ of influenza—be it bacillus or bacterium—has yet to be ascertained; for the wind of scientific opinion, which even a few months ago seemed to be steadily pointing to Pfeiffer's bacillus as the cause of the malady, has now veered round, and the idea that

## WORK FOR THE MINISTRY OF HEALTH.

it is caused by a sort of combination or limited company of streptococci seems in the ascendant. Whether either of these solutions turns out to be the right one, or if the complaint is shown to be due to some third cause as yet unguessed, will probably take some years to ascertain, and when this is done, a still longer time must probably be allotted to the invention of a protective serum or other remedy. All this may well take all the time of a considerable body of students; and unless the State pays for their subsistence, how are they to live meanwhile? Yet, if it be true, as some writers assert, that during the last four years influenza has slain more than the war, any thinkable expenditure by the State in this direction would be money well spent. Or let us look at a disease so extraordinarily prevalent at the present day

as almost to deserve the name of epidemic. This is jaundice, which has now appeared to an alarming extent among children, and is thought by some to be a sequela, or consequence, of influenza. It is generally supposed to be immediately caused by some sort of inflammation of the bile duct; but, whether this is brought about by a specific germ or by some alteration in the diet, such as might occur from a sudden reversion to fats and sugar after several years' deprivation of a sufficient supply of both, remains to



## DEFENCES OF THE CLYDE DEMOBILISED: ANCHORS.

The photographs given on this page illustrate the dismantling of the Clyde Submarine Defence Boom, which, forming a barrier across the Firth, protected the river from successful enemy attack. Steam trawlers acted as sentries at the Gate. On one occasion, two enemy submarines passed the Gate—but they were surrendered craft on their way to Glasgow for exhibition, and were British manned!—(Photograph by Mellar.)

said by travellers to act like a charm. No general practitioner would dare to make use of these lest he should be accused by his fellows of quackery, but their use might well be investigated under due precautions by persons with the requisite medical knowledge appointed by the State.

Lastly, comes a form of disease from which a large proportion—perhaps a majority—of the inhabitants of these islands are now suffering, the treatment of which is extremely varied without any particular specific having yet been discovered. This is what is popularly called "nerves," or a certain restlessness showing itself in sleeplessness and other symptoms, and doubtless due to the anxiety and strain on the attention produced by the war. For the naturally robust, nothing is better for this than fresh air and exercise; but not everyone is able to take these. In a recent number of the *British Medical Journal*, the superintendent of one of the most important of our mental hospitals says that he has found lactate of calcium exercise a wonderful effect on the symptoms of this complaint when given with the food, reducing after a few doses the rapid pulse, flaccid arteries, and low systolic pressure, which he considers its characteristics. It is objected to this, that calcium so administered does not pass with the blood, against which is the fact that it has long been given with great success through the mouth as a remedy for chilblains. Here, then, are three cases, taken out of a great many, where the aid of the State might profitably be called in to discover remedies for ailments of the body or mind.

F. L.



## DEFENCES OF THE CLYDE DEMOBILISED: BUOYS.

Photograph by Mellar.





# The Return of BOVRIL

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## LADIES' NEWS.

THE old order changeth slowly, and for the better. As we get on with settlement, the pace of the change will quicken. The old cry, "We shall do as we like with our own," bears less weight every day, because the war proved that it is our own only because of the invincible courage and patriotism of our men—the majority of them working men. Our Queen refuses to be narcotised by repetition of those worn-out shibboleths. She has seen with her own eyes the evils of overcrowding; the result is a distinct and energetic move for decent and sufficient housing. Baby welfare, women well-looked after in factories, more amusement, more scope for developing intelligence, are all well in their way, but all useless unless the root matter, the home, is right. In the North of Ireland one of the greatest reformers of village life has been the shirt-making and embroidery industry. Homes have to be clean, or the work would get soiled, and fines be inflicted, leading to loss of employment. There is one village called Portaferry, on the borders of Strangford Lough. The cottages are well built, roomy enough for the usual large Irish family, and as clean as new pins. They are electrically lighted, as are the streets, and nearly every woman is working for a factory. How can girls become accustomed to cleanly habits for domestic service if they live in dirt born of congestion? For reconstruction, in all its branches, begin at the beginning, which is the home, and build from that firm foundation.

Wedding and bridesmaids' dresses are showing very distinctly that woman's great interest in dress is once more in full activity. During active fighting, it was in abeyance. Now every wedding-dress shows a hope of the resumption of Courts by the provision of a beautiful train. Bridesmaids' dresses show a distinct thought for dances, or for smart race meetings. The popularity of the latter is being more and more clearly demonstrated every week. There is a remarkable display of gowns, frocks, and dresses, costumes, and millinery, at Marshall and Snelgrove's Salons. They are just what Englishwomen like, sufficiently original to mark their wearers' individuality; sufficiently novel, without any hint of the exaggerated or the bizarre; in fact, models bought by experts who keep in mind the clients they know would look best in them. Some of the fringed and ostrich-plume trimmed dresses are lovely, and I notice a very fascinating *ventrée* of Victorian frills. Perhaps a little panier effect of little frills in pale puceorgette on a taffeta skirt of the same colour, or it may be a panel of



A DISTINCTIVE SPRING MODEL.

It is made of black- and grey striped suiting; the collar is of grey cloth, and so are the cuffs.

little magenta frills on a gown of that hue. These somewhat chromatic colourings are in favour. Perhaps we want the Germans to know that we can do without their dyes.

The other day a curious little scene was enacted in a public conveyance. Two quite ordinary-looking working-class females were discussing the foolish, horrible English all round them, in fluent German. A quiet-looking woman listened for a time, and then informed these Hunesses, in their own Hun tongue, that she had had enough of it; and if they did not desist, she would get a policeman. Never did any countenances change more quickly: they fawned upon her, begged her pardon, and took the earliest opportunity of removing their offending persons from her vicinity. Said the quiet woman: "If I had told my neighbours what they were saying, there would have been a riot." Yet, we sometimes hear that women are wanting in sense and self-control!

We have all fallen in love with the art of "keeping fit" and this will be for women, as for men, an athletic season. Before the war, everybody seemed to believe that limbs were practically unnecessary, and were used as little as possible. No one walked any further than a street or two; no one swam much; no one rowed; motor-cars and motor-launches took the place of legs and arms. Work and training have taught us the joy of fitness. Never again will even mighty Madame la Mode swaddle our legs so that our limited progression afoot was *à la japonaise*. Tennis is a craze; golf a pleasurable duty; rowing will be a cult. Therefore, will our footwear concern us very closely, and we shall more than ever hug ourselves on the national asset of Lotus-Delta footwear. These are as neat and smart to look at as they are comfortable to wear. We all walk quite a lot these days; and if we have "Lotus, Ltd." branded on our soles, we shall walk in ease and pleasure too!

Lady Joan Mulholland, Princess Mary's Lady-in-Waiting, who "went up" in company with the Prince of Wales and his Equerry, Lord Claud Hamilton, has probably reported to the Princess, who wants to see London from aloft too. Her Royal Highness is as the apple of the King's eye, yet his Majesty is said to be more willing for her to take risks than the Queen is. Lady Joan is half-sister to the Earl of Strafford, and the widow of Captain the Hon. A. E. S. Mulholland, Irish Guards, killed in action in 1914. She has a little daughter, born in 1915. Lady Joan is a personal favourite with all who know her. Her stalwart, six-foot-three husband was greatly liked by

(Continued stories).



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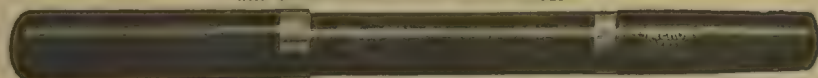
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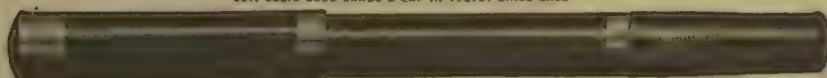
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(continued.)  
King Edward and Queen Alexandra, and was their guest at Sandringham on several occasions.

The rage for fringe accounts for the introduction of monkey fur, which is more or less a fringe. There is something a little bizarre and Robinson Crusoe-like about it, which gives it what the newest young women call its "twang." On a delicate-tinted evening gown, the drapery fringed with this dark and uneven-lengthed fur, there is a certain primitive suggestion, albeit it is far removed from anything like cave-dwelling fashions.

There are eager expectations on all hands about peace celebrations, and an extraordinarily brilliant end to the Season, if such we may call it. It will be wise to remember that crying "peace, peace, when there is no peace," was a proceeding condemned by Highest authority. The whole of Europe seethes with a fighting spirit; and that we may sign peace with a German Government is, doubtless, all to the good for us; but we have no idea how long that Government will last, or to what measures we may have to go to keep the next up to the promises of its predecessor. A very wise old man whose age is only in experience and years, not in brain power, said the other day that until Europe was much more stable and settled he saw little reason for great rejoicing in Britain: it is an ill thing to be a nice, fat, tender lamb skipping for joy when the wolf-packs all round are ravenous with hunger and restless with blood-lust.

We women are determined, whatever any wise folk may say, that when the Germans have signed our terms, if the Forceful Four and the Tenuous Ten have acted up to their principles, we shall have a celebration to show our sailors, soldiers, and airmen what we think of them. Those impossible people who tell us that Bolsheviks are Bolshevik in our own Services, are the best Bolsheviks of all themselves; so, if they be of our sex, and say these things, let us metaphorically have their fur and feathers!

Quite a charming idea was it on the part of Lord Spencer to have his two daughters married in their own parish church. Lady Adelaide Peel was very well known,

and a very great favourite in the neighbourhood, where she had been hostess for her father, mothered her younger sisters, and been the friend of the people, as if her years had been double what they are. Now Lady Lavinia White has had a wedding there, which is of double interest, for her husband, Captain the Hon. Luke White, M.C., Croix de Guerre, belongs also to the neighbourhood. There was



WIFE OF A DISTINGUISHED BRIGADIER-GENERAL: MRS. J. L. G. BURNETT—  
AND HER CHILDREN.

Temporary Brigadier-General James Lauderdale Gilbert Burnett, D.S.O., is a Major and Brevet Lieut.-Col. in the Gordon Highlanders. He fought with distinction in the South African War and in the Great War. He is the elder son of Sir Thomas Burnett, twelfth Baronet. In 1913, he married Sybil Aird, daughter of the late William Crozier Smith, of Whitehill, St. Boswell's.—(Photograph by Swaine.)

a great turn-out to see the wedding. Lady Lavinia resembles the portrait of the Spencer ancestress after whom she was called, and who was so successfully painted

by Sir Joshua Reynolds. The bridegroom's father is a permanent Lord-in-Waiting to the King. Lady Annaly, who is more or less an invalid, is the daughter and was the heiress of the fourth Viscount Clifden.

There are numerous weddings arranged for the last week of April, so it would appear that to the superstitious the evil reputation of May lasts. "Marry in Lent, live to repent" has been little regarded. Miss Asquith had some little difficulty in arranging the Church of England ceremony—there are two others, Greek Church and Roumanian, legal—because of the weddings already arranged at St. Margaret's, Westminster, the Parliamentary church, and now the most fashionable in London for weddings. It seems odd that there should be a mode for churches; but it has been so, is so, and will be so. In Victorian novels all weddings of the great took place at St. George's, Hanover Square—where, by the way, Mr. and Mrs. Asquith were married. Now they are divided between that church, St. Margaret's, Westminster; St. Martin-in-the-Fields; St. Paul's, Knightsbridge; St. Peter's, Eaton Square; Holy Trinity, Sloane Street; Holy Trinity, Brompton, and St. James's, Piccadilly. Catholic weddings take place at the Oratory, Brompton, and St. James's, Spanish Place; the latter, which was a little Spanish Embassy chapel, is now a splendid edifice of almost cathedral-like proportions. A. E. L.

London is every day becoming more like its pre-war self, and Society is showing an unmistakable desire to enjoy a Season as similar as possible to those of half-a-dozen years ago. It is to be regretted that it is impossible for would-be *débutantes* to enjoy the presentations at Court which have, inevitably, been so long delayed, but no doubt in due time some form of royal substitution for the unavoidably postponed honour will be found by the courteous kindness so characteristic of the King and Queen, who have the happiness of their subjects so close at heart. Their Majesties fully appreciate the disappointment the passing of the Courts must have caused, and it will be surprising if some way out cannot be found.

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YOU will know how delicious Spaghetti can be when you taste Heinz Spaghetti. This is a finely-drawn form of macaroni cooked with tomato sauce, made from fresh ripe tomatoes, and blended with a little grated cheese. Thus you have a dish delightful in flavour and consistency—a dainty, appetising, nutritious, and easily-digested food.

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You have only to heat the tin in boiling water for 20 minutes before opening. Heinz Spaghetti is delightfully appetising with an entrée. You can also enjoy it as a separate dish, and as a snack for luncheon and supper—alone or on toast. Keep it in the house ready for a busy day, and to make a delicious little meal for unexpected guests.

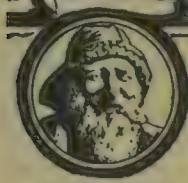
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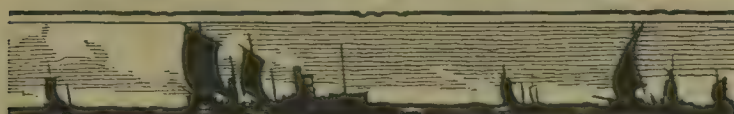
You will enjoy these savoury little fish. They are so plump and tender and creamy, with a delicate flavour enhanced by the piquancy of rich, thick tomato sauce.

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## ANOTHER GERMAN HISTORY.

**A** LREADY a copious writer on German subjects, Mr. W. Harbutt Dawson, a journalist by training and long resident in Berlin, now offers us the first volume of another two-tome work on "The German Empire 1807-1914" (George Allen and Unwin), which brings his narrative up to the attainment of national unity as the result of the war with France, the relations between Church and State, involving the famous "Kulturkampf," and the rise of Social Democracy. The work is mainly addressed to "general readers"; but public interest in German affairs, never very deep in this country, has been reduced by the revelations and results of the world-war just ended.

Mr. Dawson, we think, puts his finger on the causes of our comparative indifference as a nation in the past to the domestic affairs of Germany. "How comes it," he asks, "that in normal conditions German politics make

in—almost one may say imposes upon—the [German] nation in general an attitude of quiescence and inertia. In German Parliamentary life there is no serious struggle: such struggles as do occur are histrionic and unreal, since the combatants engaged in them know in advance that they can seldom lead to practical results. This would appear to be an inevitable consequence of constitutions under which the work of government is the business and the rightful prerogative of a small handful of men, set above and apart from the rest of the nation."

Perhaps the most striking feature of Mr. Dawson's narrative is his constant endeavour to be impartial, to hold the scales of historical criticism evenly, and to tell what he conceives to be the truth. We are afraid that Mr. Dawson would have found little favour in the eyes of Dr. Johnson, who loved a good hater, especially of the Scots, whose place, as objects of popular aversion in England, has now been taken by the Huns, "I frankly own," he says, "to having written with more of the critic's freedom and less of the indulgence of the friend than might have been the case in other circumstances. It is doubtful, indeed, whether for a very long time, if ever, the history of Germany will be written again out of Germany with enthusiasm." (Or, in other words, we shall have no more Carlyles and no more "Fritsiads," as Russell Lowell wittily called his *Life of Frederick*.) "Yet the only bias of which I am conscious has been a bias towards scrupulous investigation and candour of utterance, for history that is not entirely honest is entirely contemptible, degrading to the writer, and fraudulent and pernicious in its influence upon public opinion."

A very good example of Mr. Dawson's courage and candour is to be found in his dealing with the famous Ems telegram, the *causa causans* of the war with France, which is generally referred to in this country as having been "falsified" or "forged" by Bismarck. "This," says our impartial historian, "is what was done, and the result exceeded Bismarck's expectations. Sybel" (Keeper of the

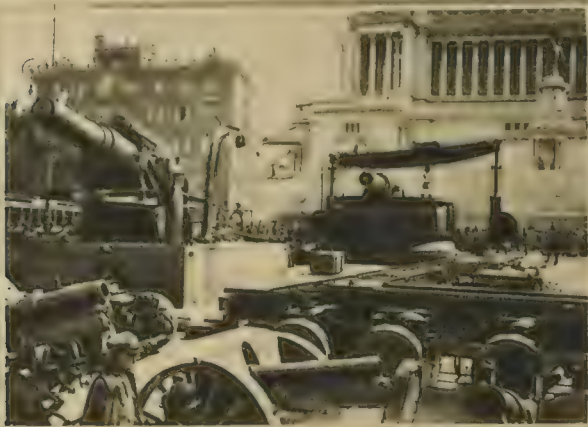
Prussian State Archives and historian of the new German Empire) "says it is puerile to pretend that the Ems telegram was forged. Strictly speaking, there was no forgery and no falsification, only a manipulation of the



WITH FIFTY-TWO ENEMY SHOULDER-STRAPS AS CHIEF FEATURE: A CURIOUS SHIELD DEDICATED TO THE PRINCE OF WALES BY THE 38th (WELSH) DIVISIONAL SIGNAL COMPANY, R.E.

The wood of the shield came from that used in bridging the Ancre, Selle, Sambre, and the Canal du Nord. Each shoulder-strap represents a regiment defeated by the Division between August 22 and November 11, 1918.

words and a perversion of the spirit. What Bismarck, nevertheless, did was to alter the tone of the despatch as to make innocent language offensive, with the intention of producing a provocative effect on the French nation." The truth is, Bismarck sub-edited the telegram to suit his purpose. "Before it sounded like a *chamade*," said Moltke; "now it is like a fanfare (challenge)." Mr. Dawson gives "retreat" as the rendering of *chamade*, but it should be "parley," quite a different thing.



ON EXHIBITION IN ROME: TROPHIES CAPTURED BY THE ITALIANS.

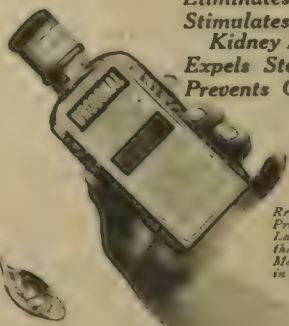
Photograph by Pisculli.

so slight an appeal to the outside world? Why does German political life at any time so little interest observers in this country in particular? The reason lies, I think, in the fact that the German political system encourages

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## NEW NOVELS.

"Midas and Son," Mr. Stephen McKenna returns to Sonia's world, and the years preceding 1914, when London, in common with the rest of civilisation, danced on the top of the volcano. "Midas and Son" (Methuen) is, however, not a study of Society before the war, but a critical examination of millionaires and their breed. How does a millionaire amass his money? How do the attributes that make him a financial power affect his intimate circle—wife, friends, child, or children? The answers are attempted here, and set down with a considerable success that is due to no small degree of psychological insight possessed by the author. We are not impressed with Raymond Stornoway's projected world campaign, the purpose he suggests for Sir Aylmer Lancing's superfluous millions; neither, we suspect, is Mr. McKenna in his heart of hearts. It is "blather," a nimble-minded visionary's blather. What is extremely interesting is the working out of the great man's son as a super-sensitive, a neurotic for whom life at the last is not worth living and who leaves it, pitifully, ignominiously, just as the call to arms runs round the earth. Deryk Lancing was incapable of love—love which in its essence is forever sacrifice—and with the egoist's narrow fears, obsessing him, he chose death rather than life with the woman whom he might have loved, if other blood than the Lancing kind had run in his veins. . . . "What shall it profit a man if he gain the whole world and lose his own soul?" Aylmer Lancing may have been master of himself, but undoubtedly it was he who lost his son's soul for him. The family history is incomplete without the mother, who is merely mentioned, but what there is of it is enough to make up an engrossing novel.

"Sylvia and Michael." The histories of Michael Fane and Sylvia Scarlett have already met in the "contact" volume of "Sylvia Scarlett"; but it is in "Sylvia and Michael" (Martin Secker) that they merge in understanding and union. He who would assume that Michael's life and adventures end here—so far as Mr. Compton Mackenzie intends to deal with them—



GETTING READY FOR THE PEACE CELEBRATIONS:  
FIREWORKS—MAKING "HIGH EXPLOSIVES."

Photograph by Illustrations Bureau.



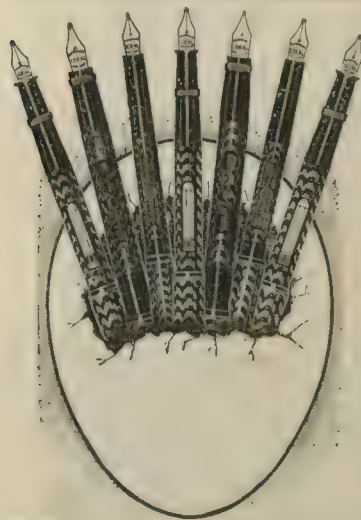
GETTING READY FOR THE PEACE CELEBRATIONS: MAKING UNION JACKS AT MILLWALL.

Photograph by Illustrations Bureau.

would be bold indeed, and forgetful, perhaps, of the promise of a mystical awakening to come suggested in certain passages of "Sinister Street"; but at least we have arrived at a definite pause when we leave the lovers to their halcyon days in Samothrace.

Mr. Mackenzie takes the opportunity given him by Sylvia's vagabondage in Europe at war to present a series of vivid, wonderful pictures of the undertow of the tempest. Petrograd from the cabaret and the variety artist's point of view, a Petrograd of champagne, and officers with illimitable capacity for drink and dalliance; Bucharest; a comic-opera Paris; Nish before its calvary; the Bulgarian *comitadjis* engaged in the congenial slaughter of Serbians—all these scenes are inhabited by Sylvia, and described by her author with the colour, the humour, the irony, and the philosophy that make up the compound of his amazing books. There is one passage, however, where Mr. Compton Mackenzie throws over his characters, which, though he puts it into the mouth of Hazlewood—oh, yes; Guy Hazlewood turns up in South-Eastern Europe, and Philip, the ex-husband, too—flames straight from his own heart to his English countrymen. It is the burning paragraph, on page 237, that refers to Gallipoli: "They accused us of decadence, but had you seen the landing last April—" and then he uncovers his head, and we too must do the same, while he, the expert in modern English, speaks of the immortal 29th Division and the sea that was dyed with its blood: "Whatever else may happen in this war, England was herself upon that day; it stands with Trafalgar and Agincourt in a trinity of imperishable glory."

The giant flagstaff, destined for erection in Kew Gardens, presented by the British Columbian Government to the authorities in December 1915, is about to be erected by Canadians. It was brought to London by the R.M.S.P. *Merionethshire*. Its first use will probably be that of flying the Flag of Victory and Peace in the forthcoming Peace Celebrations. It weighs 18 tons, and is 215 feet in length.



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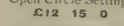
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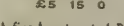
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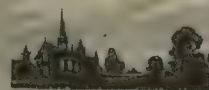
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## THE CHRONICLE OF THE CAR.

## The Speed-Limit.

It seems to be generally assumed that, as soon as the new Ministry of Ways and Communications settles down to work, one of its first acts will be to bring forward a measure for the amendment of existing motor legislation. As a consequence, discussion is beginning in motoring circles as to what shape the amendments should take, particularly in the matter of the speed-limit. There would seem to be two ideas regarding this. Practically everyone is agreed that the present limit of speed of twenty miles an hour is too low, and some are desirous of seeing it raised to thirty, while others want all limits abolished. Personally, I am all in favour of abolition of arbitrary limits of speed, which are quite useless and tend to defeat their own main object, which is the safety and convenience of the public.

The non-motorist, as a rule, argues that we desire to have speed-limits abolished because we want to tear about the country, regardless of all safety and decorum, free from the consequences of what is under existing legislation a breach of Statute law. That is entirely a fallacy. On the contrary, it does not require much thought to convince that there is really but one measure of offence, and that is driving to the danger of the public, which does not depend upon speed at all. It is just as possible to drive to the common danger at ten miles an hour as at forty, and in many cases even more so. Ten miles an hour across Piccadilly Circus or Hammersmith Broadway may easily be skirting the edge of disaster, but sixty across Hartford Bridge Flats, when there is no other traffic on the road, is as safe as twenty. Accepting this as a proved proposition, it is clear, then, that arbitrary limits of speed are absurd and useless, because conditions are never the same in two places, and what is essential in one case is

superfluous in another. If, then, we agree to abolish speed-limits, and make the one and only offence in connection with the driving of vehicles that measured by the "common danger," we not only simplify the law, but actually achieve more in the way of protection of the public. I know that most of the police prosecutions of motorists are for driving to the common danger, save where it is desired to help the local revenues by means of

trapped on a fine, open stretch of road on which no possible danger to anyone could be proved, and amply fined for his breach of the law. After undergoing this experience once or twice, he is apt to argue that he may as well go the whole length, and drive without worrying about the convenience or comfort of anyone—he is bound to be prosecuted either way, and may as well have a run for his money. But it is almost unnecessary to elaborate the arguments against speed-limits.

All the experience of police and road-users tends to prove that limits are useless, and that there is, as I have said, only one real measure of offence—and, that being so, it is the only one of which the law should logically take cognisance.

## A Channel Tunnel Suggestion.

Apropos a recent note on the subject of motoring through the Channel Tunnel (when it is constructed), the suggestion is made by a writer in the *Motor* that, in addition to the two main "tubes," there should be two supplementary tunnels for motor traffic, and that, in order to get over the ventilation difficulty, cars should be towed through by electric tractors. The idea is attractive, and there is no doubt that, if the scheme is practicable, it would enormously increase international intercourse, and lead, as a natural consequence, to a far better understanding between the nations. Given that the scheme is an engineering possibility (and there is no reason to think otherwise), it seems to me that there are serious difficulties of another kind in the way. These are mainly connected with the initial cost of two such extra tunnels, and the consequently enormous tolls that would

have to be levied in order to make the enterprise pay. It seems to me that the tunnel would have to rely for its revenue on tourist business, since it is scarcely probable that there would be a large volume of goods traffic through it. Most of the latter, being eminently long-distance traffic, would go by rail. It is

(Continued overleaf.)



BEFORE THE FAMOUS MADONNA FELL: THE CATHEDRAL AT ALBERT.

This picture of the famous Cathedral of Albert shows the statue of the Virgin and Child, which fell in April, 1918, and is to be replaced. A touch of modernity is given by the company of soldiers, and in the left-hand corner is seen a Napier ambulance, of the type which has proved so valuable throughout the war.

finer for exceeding the limit, and it is open to argument that both offences should remain. There is another aspect of the matter, however, that should not be lost to sight. Many a considerate and careful driver has been turned into a road-hog by foolish and illogical prosecutions for exceeding a wholly futile speed-limit. A motorist is

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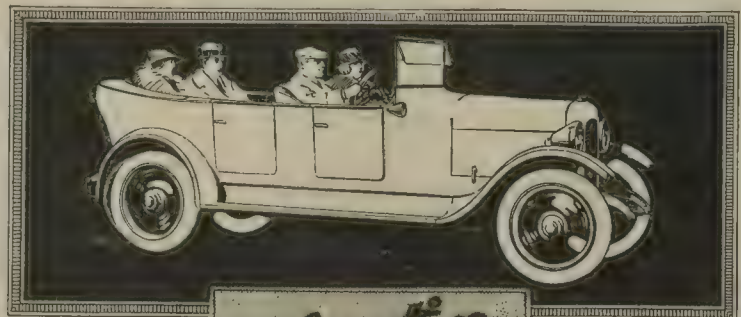
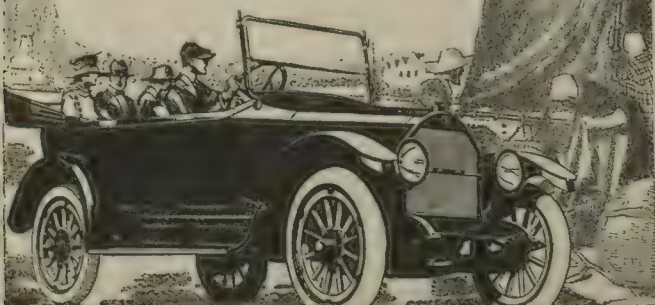
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(continued)

impossible to estimate what the total volume of motor traffic would be, but it is certain it would not be a great deal in relation to the magnitude of the works undertaken to provide facilities, and that the cost per car for use of the tunnel would be prohibitive to all but the wealthiest

has announced that the Government intends to fight for every detail of the Bill, I do not fancy their chances. The time to have brought forward these amendments was clearly on the occasion of the second reading, and before the Government had been able to gauge the real feebleness of the opposition.

#### The Revival of Social Motoring.

The social side of motoring is showing signs of marked revival. The Junior Car Club has already held an opening meet at Burford Bridge, which was very well attended. The Motor-Cycling Club has announced that it will hold its usual long-distance trial from London to Edinburgh and back at Whitsuntide; and a number of the provincial clubs are showing signs of awakening from their war-time state of suspended animation. Then the R.A.C. announces that it is awaiting the views of the S.M.M.T. regarding the organisation of a road race in the Isle of Man. In fact, on all hands there is being manifested a marked liveliness and an apparent determination to revive pre-war motoring of the social kind.

#### A Note on Car Prices.

Some of the prices being asked for second-hand cars fairly make one gasp. Looking through the advertisement pages of one of the technical journals the other day, I came across a full-page announcement which set forth that the advertiser had a Daimler to dispose of for which he would condescend to accept the nominal figure of £3000 net! And this for a 1914 car! A magnificent vehicle it may be, but the vendor certainly does not err on the side of modesty in fixing his price.

#### The German Motor Trade.

More than once in these columns I have ventured the opinion that we shall have to reckon with serious competition from the German motor trade later on, and

have drawn attention to the activity already being displayed in adjacent neutral countries. I have just seen a recent issue of the German *Motor*, which is exceedingly well produced—much better than any of corresponding class here—and bears every testimony to the excellent apparent health of the German industry. It contains no fewer than 256 pages of advertisements, which does not look a bit as though the Germans were contemplating going out of business. On the contrary, it makes one wonder if, in spite of defeat in the field and revolution at home, the Germans are not more advanced with their plans than ourselves.

#### For the Golfing Motorist.

Now that we can use our cars again, those motorists who are addicted to the Royal and Ancient game are looking up the pages of "Nisbet," intent upon the selection of the venue of coming golfing-cum-motoring holidays. The question of what ball to use now is not an easy one



FRENCH IN ODESSA (SINCE EVACUATED BY THE ALLIES): TANKS AND "POILUS."—[Photograph by L.N.A.]

of motorists. I confess I cannot see the special tunnels being constructed. There is an alternative, which is to make up special trains of cars to be towed through the ordinary tunnel between the regular train service, and it might be as well for this to be kept in mind when settling the design and dimensions, though I assume there would be no difficulty likely to arise, because the tunnel would be designed to pass trains of the usual loading gauge used on British and Continental railways.

#### Amendments to the Transport Bill.

The Motor Legislation Committee has circulated a constructive series of amendments to the Ways and Communications Bill, compiled by Mr. Rees Jeffreys, late Secretary of the Road Board. These are designed to safeguard the interests of the highways, when the administration of these passes under the control of the new Ministry. Generally speaking, the amendments are excellent in their conception, and one could wish they stood a chance of being embodied in the Bill; but, as the Home Secretary



THE MOTOR CAR ABROAD: A WOLSELEY IN MADRID.

The high reputation of the productions of Wolseley Motors, Ltd., whose headquarters are at Adderley Park, Birmingham, has made them in favour all the world over. Our photograph shows one of their 16-h.p. cars in Madrid.

to answer. The war has upset many of our ideas on the "best" ball, and I myself find that some of the old favourites do not seem to be what they were. I have been trying the "Plus Colonel" lately—and I intend to stick to it. It seems to be everything the most exacting could desire.

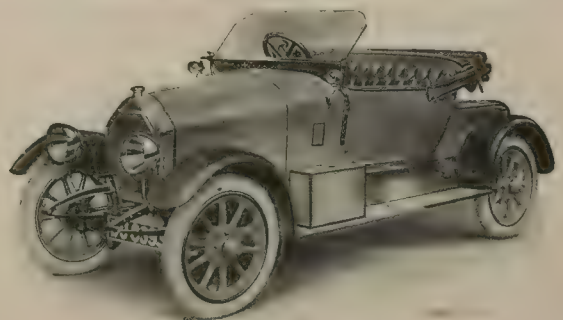
W. W.

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# WOLSELEY

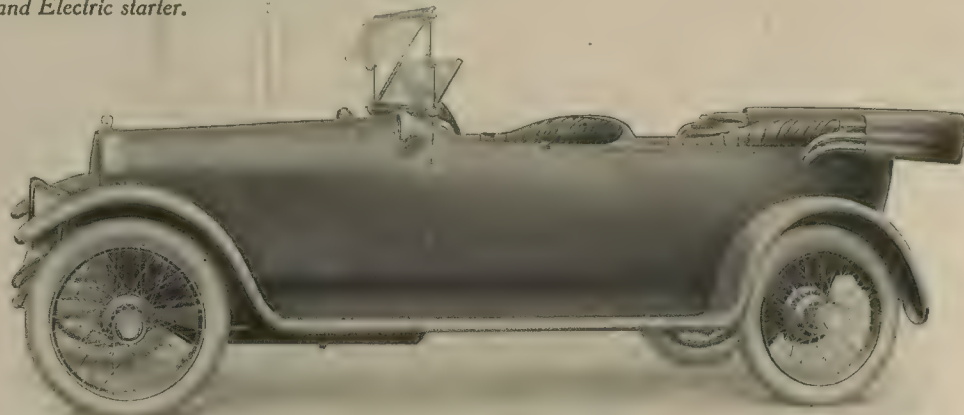
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From the standpoint of current events and the outlook for the years to come, Mr. Hyndman's volume is of real value, for the interests of the Empire in the East, and those of China and Japan, grow with every day.

Happily, the loyalty of India has made itself more and more apparent as the epoch-making events of the war have demanded a practical illustration of the ancient axiom "He that is not with me is against me."

Throughout his long career Mr. Hyndman has studied the relations of the various parts of the Empire and the East with zeal, and his references to the vitally important fact of the awakening of Asia, and its consequent ever-growing influence upon the course of world-politics, are of exceptional value in the present disturbed—almost chaotic—condition of the nations. The author, therefore, has done valuable work in marshalling the facts of the position and of the political outlook with so keen an appreciation of their importance to the coming generations of the British Empire. His new volume should enable English-speaking peoples to perceive the importance of India, China, and Japan as factors in the future problems of world-politics. "Asia," says the author, "in short, is already far from being the Asia which was fair

game for adventurous European experiments. New conditions must be dealt with by a new policy." Mr. Hyndman's volume has been held up by the Censor for more than two years, and the author is justified in saying that from his own standpoint this has turned out to be an advantage, so far as its prospect of usefulness goes, as "now, more than ever before, Europeans and Americans are prepared to consider the relations of the white races to Asiatics as demanding very careful study."

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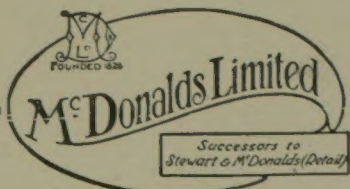
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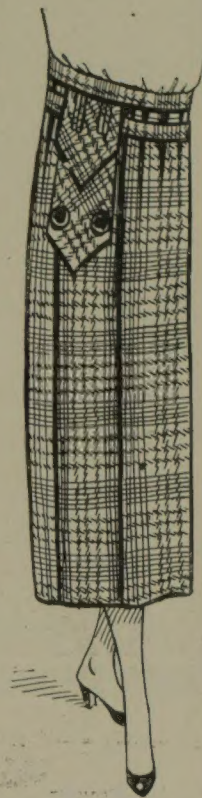
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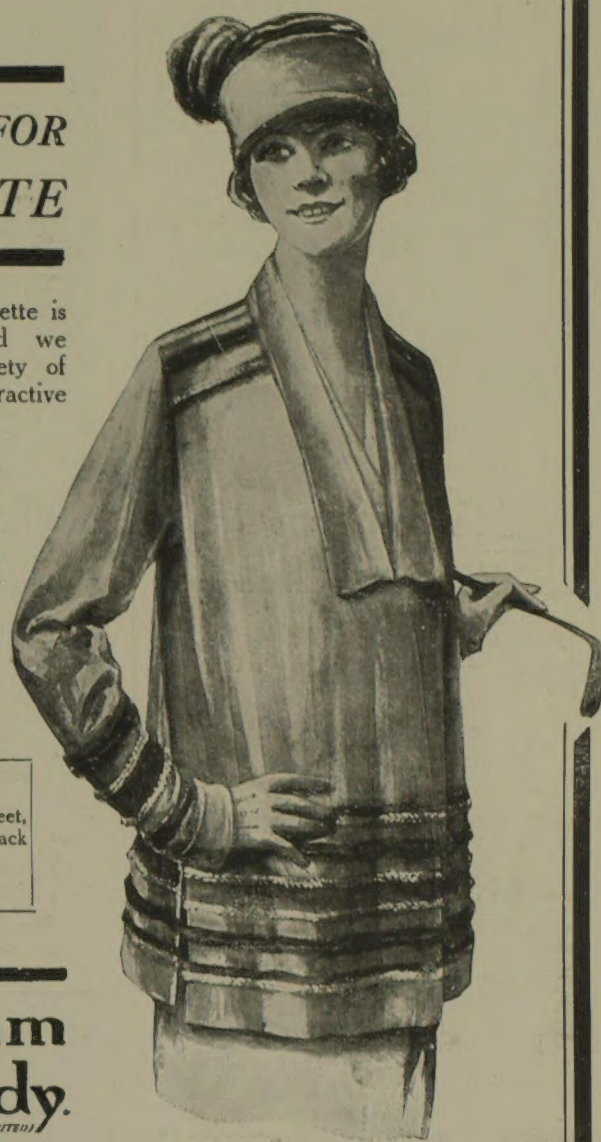
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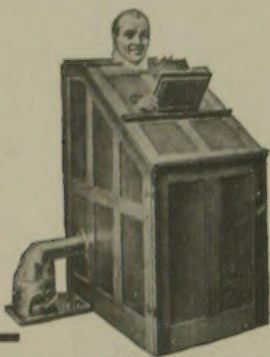
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Both are sold everywhere: 1 oz Packets 11d

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5d for 10 — 11d for 20

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The delicious flavour of

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brings back the days  
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Enjoy this economical  
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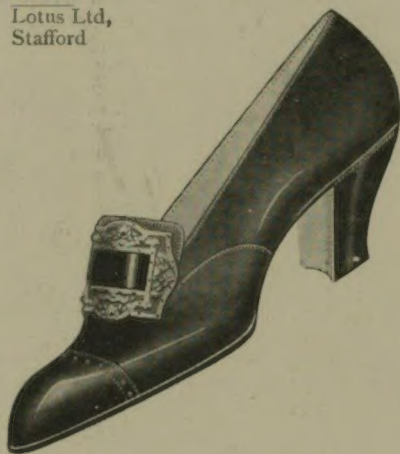
ALL women's Lotus shoes are made of leather, but some women's Delta, owing to the scarcity of glace kid, are made of fabrics, such as suede cloth, velveteen, etc.

Just now they are too, particularly the buckle and light lace varieties, in good supply, stocks having accumulated during the winter. But it is feared that after Easter there will be a shortage and that before Whitsun there must be a rise in prices.

Anyway, regular wearers of Lotus and Delta, those women who appreciate the advantage of being carefully fitted, are advised to buy their summer shoes early this year.

All Lotus and Delta shoes are sold at moderate, indeed at low prices branded on the soles, and are obtainable at one or more shops in every town and district.

Letters  
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H.M. Services.

The War is Ended,  
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*From morn to night  
— Kiddies' delight*

**H**OW excited the kiddies get over Karo Syrup! No fairy book ever made them long for a treat more delicious for breakfast, for tea. They clamour for it.

And nothing is more nourishing than bread with Karo Syrup—the pure, wholesome, digestible sweet such as children need a lot of. No wonder the kiddies say Karo Syrup is “the spread for bread.”

Karo has the delicacy of crystal clear honey—a sweetness far superior to cloying syrups.

# Karo Syrup

*Karo is delicious also with puddings and tarts. Enjoy it with porridge and save sugar and milk. Use Karo for making ginger bread and sweets.*

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| <b>1 lb. Russian Caravan Tea, 5/-</b><br>The Finest China Tea procurable                | <b>1 lb. Her Majesty's Blend, 4/-</b><br>This unique blend of the finest teas grown was supplied for many years to the late Queen Victoria for her private use. |
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If your Grocer does not stock Ridgways Teas, write to  
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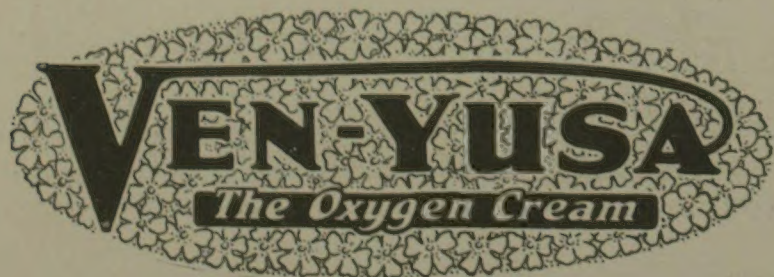
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